

**ACTIONS**  
**Board of Supervisors Meeting of August 1, 2007**

August 2, 2007

<u>AGENDA ITEM/ACTION</u>	<u>ASSIGNMENT</u>
<p>1. Call to Order.</p> <ul style="list-style-type: none"> <li>• Meeting was called to order at 9:02 a.m., by the Chairman, Mr. Boyd. All BOS members were present. Also present were Bob Tucker, Larry Davis, Ella Jordan, and Meagan Hoy.</li> </ul>	
<p>4. Recognitions:</p> <p>a. Department of Social Services – SPQA Award.</p> <ul style="list-style-type: none"> <li>• Recognition made by Chairman.</li> <li>b. Proclamation recognizing August 26, 2007 as Women’s Equality Day.</li> <li>• <b>DEFERRED</b> until August 8, 2007.</li> </ul>	
<p>5. From the Board: Matters Not Listed on the Agenda.  <u>Sally Thomas:</u></p> <ul style="list-style-type: none"> <li>• Reported on her attendance at the recent NACO Annual Conference held in Richmond, VA.</li> </ul>	
<p>6. From the Public: Matters not Listed on the Agenda.</p> <ul style="list-style-type: none"> <li>• David Blount, TJPDC Legislative Liaison, provided Board members with an update on the development of the regional 2008 legislative program. He will provide the Board with a draft program in September and will plan to attend the October 3rd meeting to seek approval of the 2008 legislative program.</li> <li>• Dennis McAlliffe, speaking on behalf of IMPACT, urged the County to join the proposed joint housing committee to address affordable housing for the working poor.</li> <li>• Brian Wheeler, Executive Director of Charlottesville Tomorrow, provided Board members with the results of a citizen survey they conducted to assess views of voters related to the County’s rural areas, community infrastructure and local government leadership on these issues.</li> <li>• The following individuals spoke regarding the Advance Mills Bridge and the need to install a temporary bridge: <ul style="list-style-type: none"> <li>• Barbara Edwards; Mary Kostishak; Paul Newland; Mimi Bender; George Ackerman; John Millard; Bob Overstreet; Lodovico Terranova; Barbara Stevens; Sharon Ackerman; June Oakley; Walter Jaeger; Minister H. S. Miller; Jay Sanderford; Bill Tornrose; Ann Mallek; and Jim Burns.</li> </ul> </li> <li>• Ann Mallek asked the Board to support Item 7.4 on the consent agenda relating to the disaster declaration resolution due to drought conditions. She also asked that the Board discuss with VDOT lengthening or changing the cycle of the Hydraulic Road/Route 29 light. During the morning commute, only two or three cars are able to go through the green light on the</li> </ul>	

<p>Hydraulic Road side.</p> <ul style="list-style-type: none"> <li>• Jeff Werner, of PEC, reiterated that the Advance Mills Historic District is on the Virginia Landmarks Register and the National Register of Historic Places. The bridge is a contributing structure to the historic district and since that has already been established, VDOT is required to comply with environmental and historic reviews, even if a temporary bridge is installed. The historic merits of the site are not a decision that this Board can make. He asked the Board to follow the process.</li> <li>• Al Daughtry, a resident of Advance Mills, rebutted Mr. Werner's comments. He believes DHR is an advisory board, not a decision-making body; DHR advises VDOT. County government is the owner of the historic district; not the state. He does not think there is federal agency involvement in a temporary bridge, thereby it does not require the 106 review.</li> </ul>	
<p>7.2 FY 2007 Budget Appropriation.</p> <ul style="list-style-type: none"> <li>• <b>APPROVED</b> FY 2007 Appropriation #2007089.</li> </ul>	<p><u>Clerk:</u> Forward copy of signed appropriation form to OMB, Finance and appropriate individuals.</p>
<p>7.3 FY 2008 Budget Appropriations.</p> <ul style="list-style-type: none"> <li>• <b>APPROVED</b> the FY 2008 Appropriations #2008006, #2008008, #2008009, #2008010, #2008011 and #2008012.</li> </ul>	<p><u>Clerk:</u> Forward copy of signed appropriation forms to OMB, Finance and appropriate individuals.</p>
<p>7.4 Resolution: Disaster Declaration Due to Drought Conditions.</p> <ul style="list-style-type: none"> <li>• <b>ADOPTED</b> the attached resolution.</li> </ul>	<p>(Attachment 1) <u>Clerk:</u> Forward resolution, under County Executive's signature to the Governor, and copy Peter Warren, Extension Agent.</p>
<p>8a. VDOT Monthly Report.</p> <ul style="list-style-type: none"> <li>• <b>RECEIVED.</b></li> </ul>	
<p>8b. Transportation Matters not Listed on the Agenda. <u>Sally Thomas</u></p> <ul style="list-style-type: none"> <li>• Residents of Redfields Subdivision have expressed some concerns to her regarding Sunset Road.</li> <li>• Received a complaint that the hedges on Reys Ford Road and Woodlands Road have grown so tall that it is hard to see. She drove the area and confirmed that this is true. Mr. Sumpter said it is on private property, and it depends on cooperation from the property owner. He will meet with the property owner to see if there is something that can be done.</li> <li>• Asked for information on the "blue" signs that seem to be allowed for agricultural businesses. She noticed several of them in Nelson County. Mr. Sumpter said he will get some information on the program and provide it to the Board members.</li> </ul> <p><u>Lindsay Dorrier:</u></p> <ul style="list-style-type: none"> <li>• Discussed a traffic conflict at the intersection of Route 712 and Route 20, at Keene. It is difficult to determine if drivers are turning into the store or turning onto Route 712. Mr. Sumpter said VDOT will take a look at the situation and report back to the Board.</li> </ul>	<p><u>Clerk:</u> Forward comments to VDOT.</p>

<p><u>Dennis Rooker:</u></p> <ul style="list-style-type: none"> <li>• Reiterated Ann Mallek's comments on the sequence of the light at the intersection of Hydraulic Road and Route 29. The light does not allow an adequate number of cars to get through in the mornings. Mr. Sumpter said VDOT is moving forward with a program to increase synchronization. They have hired some new staff at the regional traffic office, and that staff is working diligently to resolve the issues.</li> </ul> <p><u>David Slutzky:</u></p> <ul style="list-style-type: none"> <li>• Would like to schedule a follow up meeting to discuss the quarry issue.</li> </ul> <p><u>Ken Boyd:</u></p> <ul style="list-style-type: none"> <li>• Asked about the delay in Rocky Hollow Road. Mr. Sumpter said VDOT was concerned about moving forward while the logging operations were occurring. VDOT and the logger have worked out an agreement that will allow VDOT to proceed with surface treatment of the entire roadway and some cure time before the logger starts his operations. VDOT anticipates beginning tar and chip surface sometime in the middle of next week.</li> </ul> <p><u>David Wyant:</u></p> <ul style="list-style-type: none"> <li>• Asked VDOT to keep him informed about White Mountain Road.</li> <li>• Asked about the status of Jarmans Gap Road. Mr. Sumpter said VDOT is still working on some design issues. Currently, he cannot provide a timeframe.</li> <li>• Will forward Mr. Sumpter the name of a constituent who has an issue.</li> </ul> <p>Regarding the Advance Mills bridge, the Board <b>APPROVED</b>, by a vote of 6:0, to expeditiously advance a temporary replacement bridge with the caveat that the existing bridge can be replaced if there is no practical alternative.</p>	
<p>Recessed at 11:03 a.m. Reconvened at 11:14 a.m.</p>	
<p>9. Albemarle Housing Improvement Program's Treesdale Project.</p> <ul style="list-style-type: none"> <li>• <b>APPROVED</b> Appropriation #2008007, appropriating \$24,881.10 in available funds from the Whitewood (Park's Edge) CDBG project and \$25,161.90 from the Board's contingency to AHIP specifically to fund activities associated with the Treesdale project. <b>SUPPORTED</b> staff's recommendation that the funding is not made a part of AHIP's annual appropriation but is administered by the Office of Housing through a Memorandum of Agreement which sets forth responsibilities and procedures/timing for disbursements.</li> </ul>	<p><u>Clerk:</u> Forward copy of signed appropriation forms to OMB, Finance and appropriate individuals.</p> <p><u>Ron White:</u> Proceed as approved.</p>
<p>10. Jefferson Institute for Life Long Learning (JILL) Proposal at Albemarle High School.</p> <ul style="list-style-type: none"> <li>• <b>APPROVED</b> \$5,000 to help fund the initial phase of the schematic design contingent on the School Board supporting the proposal.</li> </ul>	<p><u>OMB:</u> Forward appropriation.</p>

<p>11. Commission on Children and Families Strategic Plan Presentation.</p> <ul style="list-style-type: none"> <li>• <b>RECEIVED.</b></li> </ul>	
<p>12. Hazardous Duty Employees VRS Retirement Option (formerly VRS LEOs).</p> <ul style="list-style-type: none"> <li>• <b>ADOPTED</b> the attached Resolution establishing a 1.85 VRS Multiplier for all eligible employees performing hazardous duties on behalf of the County of Albemarle effective January 1, 2008.</li> </ul>	<p><u>Clerk:</u> Forward resolution to appropriate individuals in Human Resources and Finance. (Attachment 2)</p>
<p>13. Closed Session.</p> <ul style="list-style-type: none"> <li>• At 1:02 p.m., the Board went into closed session to consider appointments to Boards, Committees, and Commissions, and to consult with Legal Counsel and staff regarding pending litigation regarding a law enforcement incident.</li> </ul>	
<p>14. Certify Closed Session.</p> <ul style="list-style-type: none"> <li>• At 2:46 p.m., the Board reconvened into open session and certified the closed session.</li> </ul>	
<p>15. Appointments.</p> <ul style="list-style-type: none"> <li>• <b>APPOINTED</b> John Mattern to the Agricultural and Forestal District Advisory Committee with said term to expire 4/17/2011.</li> <li>• <b>APPOINTED</b> Patricia Stevenson to the Jefferson Area Disability Services Board with said term to expire 6/30/2010.</li> <li>• <b>APPOINTED</b> Hannah Langlet to the Commission on Children and Families with said term to expire 6/30/2008.</li> <li>• <b>REAPPOINTED</b> Rosa Hudson to the Jordan Development Corporation with said term to expire 8/13/2008.</li> <li>• <b>REAPPOINTED</b> William Jackson to the Jordan Development Corporation with said term to expire 8/13/2008.</li> <li>• <b>REAPPOINTED</b> Gregory MacDonald to the Charlottesville Albemarle Convention &amp; Visitors Bureau, serving on County Seat #11, with said term to expire 6/30/2009.</li> </ul>	<p><u>Clerk:</u> Prepare appointment/reappointment letters, update Boards and Commissions book, update webpage, and notify appropriate persons.</p>
<p>16. <b><u>SP-2007-013. Stony Point Fire Dept Addition (Sign # 106).</u></b></p> <ul style="list-style-type: none"> <li>• <b>APPROVED SP-2007-11</b>, by a vote of 6:0, subject to the one condition recommended by the Planning Commission.</li> </ul>	<p>(Attachment 3)</p> <p><u>Clerk:</u> Set out condition of approval.</p>
<p>17. <b><u>ZMA-2007-003. NGIC Expansion (Sign #113).</u></b></p> <ul style="list-style-type: none"> <li>• <b>APPROVED ZMA-2007-003</b>, by a vote of 6:0, subject to acceptance of the applicants proffers submitted and revised at the Board meeting.</li> </ul>	<p>(Attachment 4)</p> <p><u>Clerk:</u> Set out proffers.</p>
<p>18. <b><u>SP-2007-031. NGIC Expansion/Residential (Sign #113)</u></b></p> <ul style="list-style-type: none"> <li>• <b>APPROVED SP-2007-031</b>, by a vote of 6:0, subject to the one condition recommended by the Planning Commission.</li> </ul>	<p>(Attachment 5)</p> <p><u>Clerk:</u> Set out condition of approval.</p>
<p>19. <b><u>SP-2007-032. NGIC Expansion/Industrial (Sign #113).</u></b></p> <ul style="list-style-type: none"> <li>• <b>APPROVED SP-2007-032</b>, by a vote of 6:0, subject to two conditions.</li> </ul>	<p>(Attachment 6)</p> <p><u>Clerk:</u> Set out conditions of approval.</p>
<p>20. <b><u>CPA-2005-009, Southern Urban Area B Study amendment and CPA-2005-005, Granger Tract</u></b></p>	<p>(Attachment 7)</p>

<p><b>CPA.</b></p> <ul style="list-style-type: none"> <li>• <b>ADOPTED</b>, by a vote of 6:0, the attached Comprehensive Plan Amendments to the Land Use Plan Profiles for Neighborhoods 5 and 6, the Land Use Map, and the Transportation Section.</li> </ul>	<p><u>Clerk:</u> Set out adopted language in proposed sections.</p>
<p>21. <b><u>SP-2007-008. Camp Watermarks Amendment (Sign # 47).</u></b></p> <ul style="list-style-type: none"> <li>• <b>APPROVED SP-2007-008</b>, by a vote of 6:0, subject to the conditions recommended by the Planning Commission.</li> </ul>	<p>(Attachment 8)</p> <p><u>Clerk:</u> Set out conditions of approval.</p>
<p>22. <b><u>SP-2007-0017. Luxor Commercial Vet Office Extension (Sign #8).</u></b></p> <ul style="list-style-type: none"> <li>• <b>APPROVED SP-2007-0017</b>, by a vote of 6:0, subject to five conditions.</li> </ul>	<p>(Attachment 9)</p> <p><u>Clerk:</u> Set out conditions of approval.</p>
<p>23. <b><u>Work Session:</u></b> CPA-2004-05. Pantops Plan.</p> <ul style="list-style-type: none"> <li>• <b>HELD.</b></li> </ul>	
<p>24. From the Board: Committee Reports.</p> <ul style="list-style-type: none"> <li>• Joint City/County Task Force on Affordable Housing. <b>Directed</b> Ron White to redefine the scope of the task force, to include: an evaluation of what is being done, to identify gaps, and to make recommendations, including resources for addressing the gaps, such as increased interaction with State Representatives. Mr. Boyd will meet with Mayor Brown for review once scope is drafted.</li> </ul> <p><u>Sally Thomas:</u></p> <ul style="list-style-type: none"> <li>• Updated the Board on her recent attendance at the Annual NACO Conference.</li> <li>• Mentioned the ongoing issue of the Pleasant Grove Baptist Church and use of the historic structure.</li> </ul> <p><u>Dennis Rooker:</u></p> <ul style="list-style-type: none"> <li>• He recently learned that the International Rescue Committee has resettled about 1,200 people in the Charlottesville community, and about 30 percent of them have purchased homes.</li> <li>• Commented that currently there is development going on in rural area near Advanced Mills Bridge.</li> </ul> <p><u>David Slutzky:</u></p> <ul style="list-style-type: none"> <li>• Discussed the Chairman limiting public comments at the beginning of the Board meeting. For scheduling purposes, Board members indicated that they would let staff know ahead of time if they receive a high volume of interest on a particular agenda item.</li> <li>• Stated that the Green Infrastructure Center, a non-for-profit that he helped form, might have some future interaction with the Board. He will recuse himself from all the discussions.</li> </ul> <p><u>Ken Boyd:</u></p> <ul style="list-style-type: none"> <li>• He recently visited the Boys and Girls Club. Tim Sinatra would like to schedule a time to come to the Board to make a brief presentation.</li> </ul>	<p><u>Ron White:</u> Proceed as directed.</p>
<p>27. Adjourn to August 8, 2007, 2:00 p.m.</p> <ul style="list-style-type: none"> <li>• The meeting was adjourned at 7:22 p.m. to August 8, 2007 at 2:00 p.m.</li> </ul>	

/ewc

- Attachment 1 – Resolution: Disaster Declaration Due to Drought Conditions
- Attachment 2 – Resolution: Hazardous Duty Employees VRS Retirement Option
- Attachment 3 – SP-2007-0013 - Stony Point Fire Station Condition of Approval
- Attachment 4 – ZMA-2007-003 - NGIC Expansion
- Attachment 5 – SP-2007-0031 - NGIC Expansion/Residential Condition of Approval
- Attachment 6 – SP-2007-0032 - NGIC Expansion/Industrial Conditions of Approval
- Attachment 7 – CPA-2005-009 - Southern Urban Area B Study Amendment and CPA-2005-005 –  
Granger Tract CPA Revised Comprehensive Plan Amendments
- Attachment 8 – SP-2007-00 - Camp Watermarks Conditions of Approval
- Attachment 9 – SP-2007-0017 - Luxor Commercial Vet Office Extension Conditions of Approval

**Resolution Requesting that Albemarle County  
Be Declared an Agricultural Disaster Area  
Due to Drought Conditions**

**WHEREAS**, the drought conditions in the County of Albemarle have severely affected farmers; and

**WHEREAS**, during the growing season of this year the County of Albemarle has received considerably less rain than normal while experiencing unseasonably high temperatures; and

**WHEREAS**, the Albemarle/Charlottesville Extension Agent of the Virginia Cooperative Extension has reported that corn, hay and pasture crops have suffered between 35 percent and 50 percent losses and that water is in short supply for livestock.

**NOW, THEREFORE, BE IT RESOLVED**, that the Albemarle County Board of Supervisors hereby requests that the County of Albemarle, Virginia be declared a drought disaster area as recommended by the Virginia Cooperative Extension in accordance with the Virginia Farmer Major Drought, Flood and Hurricane Disaster Act due to drought conditions.

**BE IT FURTHER RESOLVED**, that the County Executive forward this Resolution to the Governor of Virginia with a request that he takes all necessary steps to effect the disaster declaration.

**RESOLUTION  
SECTION 138 COVERED EMPLOYEES  
RETIREMENT MULTIPLIER OF 1.85 PERCENT**

**WHEREAS**, by resolution legally adopted and approved by the Albemarle County Board of Supervisors, Albemarle County, a political subdivision, participates in the Virginia Retirement System under § 51.1-130 of the Code of Virginia, as amended; and

**WHEREAS**, by resolution or resolutions legally adopted and approved by the Board, Albemarle County has elected to provide the enhanced benefits described in § 51.1-138, subsection B, to selected public safety employee groups, such benefits being referred to collectively as "Section 138 Coverage", and

**WHEREAS**, the Virginia General Assembly passed legislation effective July 1, 2007, allowing Albemarle County to elect to provide for its employees with Section 138 Coverage a retirement allowance equal to the amount of creditable service multiplied by 1.85 percent of average final compensation as provided in clause (ii) in subsection A (1) of § 51.1-206 (the "1.85 Multiplier"); and

**WHEREAS**, the 1.85 percent multiplier would apply to eligible employees who retire on or after July 1, 2007; and

**WHEREAS**, Albemarle County desires to make this irrevocable election and provide the 1.85 Multiplier to its employees that now have, or may in the future be given, Section 138 Coverage.

**NOW, THEREFORE, BE IT RESOLVED** that the Albemarle County Board of Supervisors hereby elects to establish the 1.85 Multiplier, effective January 1, 2008, for all employees of Albemarle County who are now, or who may be in the future, provided Section 138 Coverage; and

**BE IT FURTHER RESOLVED** that the Albemarle County Board of Supervisors agrees to pay the employer cost for providing the 1.85 Multiplier to all employees who are now, or who may be in the future, provided Section 138 Coverage, pursuant to this irrevocable election; and

**BE IT FURTHER RESOLVED** that Robert W. Tucker, Jr., Albemarle County Executive, and Ella W. Jordan, Clerk, are authorized and directed in the name of Albemarle County to execute any required contract to carry out this irrevocable election, and to do any other thing, or things, incident and necessary in the lawful conclusion of this matter. The seal of Albemarle County shall be affixed to any such contract and attested by the Clerk, and the Director of Finance of Albemarle County is authorized and directed to pay over to the Treasurer of Virginia from time to time such sums as may be required to be paid by Albemarle County or its employees for this purpose.



### ATTACHMENT 3

**SP-2007-013. Stony Point Fire Dept Addition (Sign # 106). PROPOSED:** Expand existing fire station by adding outbuilding for storage and office uses. LOCATION: 3827 Stony Point Road (Route 20), 0.2 miles south of intersection of Route 20 and Route 600. TAX MAP/PARCEL: Tax Map 48 Parcel 18D. MAGISTERIAL DISTRICT: Rivanna.

1. The fire station's improvements and the scale and location of the improvements shall be developed in general accord with the conceptual plan entitled "Conceptual Plan SP-2007-00013," prepared by Thomas B. Lincoln Land Surveyor Inc., and dated 3/22/07.

## PROFFER STATEMENT

### NGIC EXPANSION

**Date: August 1, 2007**

**ZMA 2007-003; SP 2207-32 Residential & SP 2007-31 Research & Development; Labs**

**Tax Map Parcel # 33-1D and 33-1F (portion of)**

**Existing Zoning: RA**

**Proposed Zoning: CO; SP 2207-32 Residential & SP 2207-31 Research & Development Labs**

**Total Land Area: 15 acres**

Pursuant to Section 33.3 of the Albemarle County Zoning Ordinance, the owner, or its duly authorized agent, hereby voluntarily proffers the conditions listed below which shall be applied to the property, if rezoned with the offered plans approved for development. These conditions are proffered as a part of the requested rezoning and it is agreed that the conditions are reasonable.

#### 1. Affordable housing

The Owner shall provide a minimum of eighteen (18) of the residential units as affordable. The affordable housing shall be provided by making these units available for lease under the terms provided in the following paragraph and paragraphs A through F below or by payment of \$19,100 in lieu of each required unit under the terms provided in paragraph G below.

For a period of ten (10) years following the date the certificate of occupancy is issued by the County for each for-rent affordable unit, or until the units are sold as low or moderate cost units qualifying as such under either the Virginia Housing Development Authority, Farmers Home Administration, or Housing and Urban Development, Section 8, whichever comes first (the "Affordable Term"), such units shall be leased to households with incomes less than the Affordable Unit Qualifying Income.

- A. Affordable housing and rental rate. "Affordable housing" shall mean rental units for which the initial gross rents does not exceed one hundred twenty (120)% of the fair market rent published by the U.S. Department of Housing and Urban Development (HUD) with a maximum annual increase not to exceed three percent (3%) during the affordability term. Tenant rent shall be the gross rent less the cost of tenant-paid utilities as provided by the Albemarle County Office of Housing.
- B. Affordable term. The requirement that the rents for such for-rent affordable units may not exceed the maximum rents established in this Proffer shall apply for a minimum period of ten (10) years following the date a certificate of occupancy is issued by the County (the "compliance date"), or until the units are sold as low or moderate cost units qualifying as such under Albemarle County Affordable Housing Policy (the "Affordable Term"); provided that if the units are leased by the Owner to a federal agency, the compliance date for providing the affordable residential units begins on the day after the termination of such lease of residential unit(s) between the Owner and a federal agency. The Owner shall provide the County's zoning administrator thirty (30) days' prior written notice of the impending termination of the lease. The Owner also shall submit between June 1 and July 1 of each year satisfactory written evidence to the County's zoning administrator that the residential units are being leased to a federal agency and occupied by employees of, or contractors to, a federal agency, and state whether the lease will terminate in the upcoming July 1 to June 30 period and, if so, state the date. The failure of the Owner to submit such evidence by July 1 in any year shall be deemed to be evidence that the lease between the Owner and the federal agency has terminated and the Owner shall comply with all requirements of this Proffer.

- C. Conveyance of interest. All instruments conveying any interest in the for-rent affordable units from the date of this rezoning and continuing until the Affordable Term has ended shall contain language reciting that such unit is subject to the terms of this Proffer. In addition, all contracts pertaining to a conveyance of any for-rent affordable unit, or any part thereof, during the Affordable Term shall contain a complete disclosure of the restrictions and controls established by this Proffer. At least thirty (30) days prior to the conveyance of any interest (other than for the securing of a mortgage or deed of trust) in any for-rent affordable unit during the Affordable Term, the then-current owner shall notify the Albemarle County Chief of Housing or his successor in writing of the conveyance and provide the name, address and telephone number of the potential grantee, and state that the requirements of this Proffer have been satisfied.
- D. Reporting rental rates. During the Affordable Term, within thirty (30) days after the commencement of the lease term for each for-rent affordable unit, the Owner shall provide to the Albemarle County Housing Office or its successor a copy of the lease agreement for each such unit rented that shows the rental rate for such unit and the term of the lease. In addition, during the Affordable Term, the Owner shall provide to Albemarle County, if requested, any reports, copies of lease agreements, or other data pertaining to rental rates as Albemarle County may reasonably require.
- E. Inspection of records. The County shall have the right, upon reasonable notice and subject to all applicable privacy laws, to periodically inspect the records of the Owner or any successors in interest for the purposes of assuring compliance with this proffer.
- F. Units counted once. No for-rent affordable unit may be counted more than once towards the number of for-rent affordable dwelling units required by this Proffer.
- G. Cash in lieu of providing for-rent affordable units. Notwithstanding the foregoing, the County may opt to receive a cash contribution in the amount of nineteen thousand one hundred dollars (\$19,100) per for-rent affordable unit and notify the Owner in writing of its decision within thirty (30) days of the issuance of the building permit for such residential unit. The Owner shall make a cash contribution to the County in the appropriate amount prior to or at the time of issuance of a certificate of occupancy for such residential unit. Upon receipt of such payment by the County, the Owner shall have the right to lease or sell the residential unit without any obligation to comply with the requirements of paragraphs A through F of this Proffer.

**2. Cash to address impacts to public facilities (CIP)**

The Owner shall contribute twelve thousand four hundred dollars (\$12,400) cash to the County for each market rate dwelling unit constructed within the Property for the purpose of mitigating impacts from the Project. The cash contribution shall be used for schools, libraries, fire, rescue, parks or any other public use as identified in the County's Capital Improvements Program. The per unit cash contribution shall be paid prior to or at the time of issuance of the building permit for each unit; provided that if the Owner provides evidence satisfactory to the County's zoning administrator before the issuance of the building permit that the unit(s) will be leased to a federal agency, to be occupied by the employees or contractors of a federal agency, the per unit cash contribution shall be due and payable on the day after the termination of such lease of residential unit(s) between the Owner and a federal agency. The Owner shall provide the County's zoning administrator thirty (30) days' prior written notice of the impending termination of the lease. The Owner also shall submit between June 1 and July 1 of each year satisfactory written evidence to the County's zoning administrator that the residential units are being leased to a federal agency and occupied by employees of, or contractors to, a federal agency, and state whether the lease will terminate in the upcoming July 1 to June 30 period and, if so, state the date. The failure of the Owner to submit such evidence by July 1 in any year shall be deemed to be evidence that the lease between the Owner and the federal agency has terminated and the Owner shall comply with all requirements of this Proffer.

**3. Transportation**

- A. Lanes. In order to mitigate traffic impacts resulting from the Project, the Owner shall design and construct to Virginia Department of Transportation ("VDOT") road standards a second left turn

lane on the southbound side of Route 29 at its intersection with Boulders Road, in the location shown on the Application Plan, and design and construct all other lane configurations at the intersection of Route 29 and Boulders Road as determined by VDOT. Construction or installation of all improvements required by this Proffer shall be completed and accepted by VDOT within one (1) year after approval by the County of the first final site plan or subdivision plat for the Project.

- B. Signalization. The Owner shall design, bond and construct all traffic signalization improvements at the intersection of Route 29 and Boulders Road required by VDOT. Construction or installation of all improvements required by this Proffer shall be completed and accepted by VDOT within one (1) year after approval by the County of the first final site plan or subdivision plat for the Project, or prior to the issuance of the first building permit by the County for the Project, whichever occurs first, provided that County, upon the recommendation of VDOT, may establish another completion date.

**4. Development in general accord with the Application Plan**

The Property shall be developed in general accord with the plans entitled "NGIC Expansion Project for ZMA 2007-003", prepared by Collins Engineering, dated June 12, 2007 and last revised July 12, 2007 (referred to in these proffers as the "Application Plan" if a minimum of forty thousand (40,000) square feet of the property is under a legally binding lease for nonresidential use by a federal agency, as demonstrated to the satisfaction of the County Attorney. Proof of the legally binding lease shall be submitted at the time of submittal of the first building permit application. If the property is not under a legally binding lease to a federal agency, the property shall be developed to allow not more than two office buildings and one apartment building that shall be developed only if in general accord with plans which substantially comply with the principles of the Neighborhood Model set forth in the Albemarle County Comprehensive Plan as determined by the Director of Community Development and that do not increase the square footage of nonresidential uses or the number of residential units as shown on the Application Plan.

**5. Annual adjustment of cash proffers**

Beginning January 1, 2009, the amount of each cash contribution required herein shall be adjusted annually until paid, to reflect any increase or decrease for the preceding calendar year in the Marshall and Swift Building Cost Index ("MSI"). In no event shall any cash contribution amount be adjusted to a sum less than the amount initially established by these proffers. The annual adjustment shall be made by multiplying the proffered cash contribution amount for the preceding year by a fraction, the numerator of which shall be the MSI as of December 1 in the year preceding the calendar year most recently ended, and the denominator of which shall be the MSI as of December 1 in the preceding calendar year. For each cash contribution that is being paid in increments, the unpaid incremental payments shall be correspondingly adjusted each year.

**6. "Federal agency" defined**

For the purposes of these proffers, the term "federal agency" means any unit of the federal government including, but not limited to, any board, commission, bureau, department, agency, authority, administration, office, or service.

Signature of Owner

Next Generation LLC

By: (Signed) Wendell W. Wood  
Wendell W. Wood, Operating Manager

**SP-2007-031. NGIC Expansion/Residential (Sign #113) – Refer to ZMA 07-003. PROPOSED:**  
120 unit three-story apartment building at a SECTION: 18.23.2.2.9uses permitted in Residential R-15 Zoning District. LOCATION: east of Route 29 North, at the end of Boulders Road, adjacent north of the NGIC facility. TAX MAP/PARCEL: Portion of Tax Map 33 Parcels 1D & 1F. MAGISTERIAL DISTRICT: Rivanna.

1. A maximum number of one hundred twenty (120) apartment units shall be permitted.

**SP-2007-032. NGIC Expansion/Industrial (Sign #113). PROPOSED:** Allow for research & development uses within proposed CO Zoning District Office Buildings, 178,800 square feet of office space in two 4 story buildings of 89,400 square feet each. LOCATION: east of Route 29 North, at the end of Boulders Road, adjacent north of the NGIC facility. TAX MAP/PARCEL: Portion of Tax Map 33 Parcels 1D & 1F. MAGISTERIAL DISTRICT: Rivanna.

1. Each occupant proposing to engage in a research and development use shall submit a certified engineer's report to the County Engineer for review and recommendation. The certified engineer's report shall describe the proposed operation and all machines, processes, products and by-products; state the nature and expected levels of emissions or discharges to land, air and/or water or liquid, solid or gaseous effluent and electrical impulses and noise under normal operations (collectively, "emissions and discharges"); and state the specifications for treatment methods and mechanisms to be used to control such emissions or discharges. The County Engineer shall review the certified engineer's report for compliance with this condition. The report also shall demonstrate to the satisfaction of the County Engineer that emissions and discharges from the proposed use will be adequately controlled. The County Engineer shall then provide comments and recommendations regarding the report to the Zoning Administrator prior to final site plan approval or issuance of the zoning compliance clearance; and
2. If any discharge of other than domestic wastes into the public sewer system is expected, the Albemarle County Service Authority (ACSA) shall be so notified prior to site plan approval.

## Neighborhood Five

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(as Amended July 20, 2007)

### Location

Neighborhood Five is bounded on the east by Biscuit Run, on the south by a series of lakes and a tributary to Biscuit Run, on the west by Route 631, a ridge line and utility easement, the 700 foot contour, Route 29 and the Interstate 64 interchange and on the north by Moore's Creek.

### Existing Land Use

**Residential** - Neighborhood Five contains an estimated (1,951) dwelling units and a population of 4,061 people. Twenty-five percent (485) of the housing units in the Neighborhood are single-family attached; eight percent (158) of the housing units are either townhouses, single family attached or duplexes; forty-six percent (902) are multi-family; and twenty-one percent (406) of the housing units are mobile homes (June 2005). Major residential developments include Redfields, Southwood Mobile Home Park, Mountainside, Country Greene Apartments, Sherwood Manor and Commons, and Oak Hill Subdivision.

**Commercial and Office** - The Albemarle County Office Building, Fifth Street location and hotel are located along Fifth Street. A mixed use office-residential building and country store are located along Old Lynchburg Road.

**Other Land Uses** - The UVA polo grounds, the Covenant School and two churches are located in the Neighborhood.

### Environmental Characteristics

The major portion of the area drains east to Biscuit Run, while smaller drainage basins in the northern part of the Neighborhood drain directly into Moores Creek. Presently, the majority of the land area is forested. Steep slopes exist along Interstate 64 and to the west of Route 631 and Sunset Avenue. Areas of floodplain exist along Biscuit Run and Moore's Creek.

### Public Water and Sewer

Water capacity to most of the Neighborhood was improved with the pending construction of a new water tank at the southern end of Avon Street and a new tank off of Fifth Street. However, water lines will need to be extended as development occurs in the southern portion of the Neighborhood. A major sewer interceptor was extended across Interstate 64 with capacity to provide service to this Neighborhood. Extension of the Biscuit Run Interceptor with capacity to serve the entire Biscuit Run Drainage Basin is expected.

### Transportation

Route 631 (Old Lynchburg Road/Fifth Street Extended) is the major road serving the Neighborhood. The realignment and widening of this roadway in the northern portion of the Neighborhood from the City limits to Sunset Boulevard has provided for a major development corridor. The portion of Route 631 (Old Lynchburg Road) south of Sunset Boulevard has a narrow pavement width and poor horizontal and vertical curves which make access from some local roads difficult. Walkways exist along one side of the improved portion of Route 631.

### Public Facilities

There are no public facilities in this neighborhood, however, nearby facilities like Walnut Creek Park,

Azalea Park (City), and recreation facilities at Cale Elementary School and PVCC adequately serve this area. Police response times are adequate for the area, but fire, rescue, and library services fail to meet the standards in the Community Facility Plan and need to be improved. This need will continue to increase with continued residential development.

## Recommendations

- The Regional Service area that is located southwest of the Interstate 64/Route 29 South interchange is to be accessed from the existing frontage road off of Route 29 South. Steep natural drainage swales are not to be disturbed in the development of this area.
- An Office Service-Mixed Use land use is recommended for the Granger tract. A new neighborhood center is anticipated as a component of this mixed-use development, with small scale mixed-use, transit stops and connection to a new park and open space system of Moore's Creek and beyond. The level and intensity of development permitted on this site (total square footage/number of units of development and the mix of uses) should be limited to that which can be supported by the planned road network. Any rezoning approval and/or development of the site should be timed with the construction of recommended/planned or necessary improvements to the road network which provide an adequate level of service to support development in this area. Adequate level of service (LOS) is considered D or better (or the LOS acceptable to VDOT) for network roads in the County and City, including Fontaine Avenue in the County and City, the Fontaine Avenue/U.S. 29 Bypass interchange, Sunset Avenue, Old Lynchburg Road and Fifth Street. The intensity of development on-site (massing, scale, form, orientation, and green design) will be important to addressing neighborhood model design, environmental, and Entrance Corridor issues. In addition, the following are also recommended for this site:
  - Supporting commercial services of a Neighborhood Service scale should be provided with the development of this site to provide necessary convenience services current not available and to provide these services within walking/biking distance of a large population concentration in this area. Residential use may be a component of the mixed of the uses developed on this site, but is not a required component of the mix of uses.
  - The proposed Sunset Avenue-Fontaine Avenue connector road shall be accommodated on-site. Provision of the road will be an expectation for any rezoning request and subsequent development of this site.
  - The provision of pedestrian, bike facilities, and transit service and/or transit ready site design will be an expectation of any development of this site.
  - Open space, greenway and park area recommended in the Comprehensive Plan and the Southern Area B Study should be provided on this site.
  - Minimize the visual impacts to the Entrance Corridor through maintenance of vegetated buffers, and careful site grading, and careful treatment of building locations, heights, massing and clustering on the site. "Green" building and site design concepts should be incorporated into the project development.
  - Water quality impacts will be an important consideration for any future development of this site. Measures should be put in place to not only minimize stream impacts, but also to help improve the current condition of Moore's Creek.
- The existing polo club along Route 631 in the central portion of the Neighborhood that is currently designated Institutional may be developed at a Neighborhood Density.
- The north side of the 1-64/Fifth Street interchange is subject to the Interstate Interchange Development Policy.
- Access to the community service area located southwest of, and immediately adjacent to, the I-



64/Fifth Street interchange, should be limited to the existing crossovers. Pedestrian access should be incorporated into the site design for the area. **Amended 10/28/98**

- Construct a greenway along Biscuit Run and Moore's Creek. This provides an opportunity for passive recreation in the Urban Area. Develop the greenway to meet the recreation and conservation needs of the residents in Neighborhoods Five, as well as the remainder of the County.
- Transportation improvements include:
  - Consider the recommendations of the Southern Charlottesville Transportation Study.
  - Construct the Fontaine-Sunset Avenue connector road and improve the existing alignment of Sunset Avenue from the new connector road to its intersection with Fifth Street.
  - Construct a road connecting Avon Street Extended and Fifth Street by extending Southern Parkway to connect to Fifth Street, providing access to I-64 and traffic circulation within, and between Neighborhoods 4 and 5. Consider the recommendations of the Southern Urban Area B Study for possible alignment alternatives for the Parkway and/or other neighborhood street interconnections to the Parkway to create a more integrated street network in the Neighborhood 5.
  - Consider a possible extension of a multi-modal connection of Stadium Road to the Fontaine Avenue in the area of the Fontaine Research. Study various methods of providing a multi-modal connection, including the provision of various combinations of pedestrian, bicycle, transit, and/or vehicle access and the impacts of this connection on the neighborhood and road network.
  - Alignment improvements of Old Lynchburg Road from Sunset Avenue to the southern portion of the Neighborhood. Construct bicycle facilities and walkways in conjunction with this upgrade.
  - Consider the following improvements for the Interstate 64 and Fifth Street interchange: 1) installation and coordination of new traffic signals at the interchange; 2) widening of both off ramps to two lanes; 3) adding a third lane south bound on Fifth Street; 4) and adding separate right turn lanes north bound and south bound beginning at the ramps.
  - Evaluate the need for transit service to the Neighborhood as the area continues to develop. Consider the transit, bicycle and pedestrian recommendations of the Southern Urban Area B Study.
  - Provide service to the Fifth Street corridor including the County Office Building, Fifth Street location.
- Utility Improvements include:
  - Provide additional water storage in the southern portion of the Neighborhood to support demand and ensure adequate fire flow.
  - Extend the Biscuit Run Interceptor to provide capacity for the entire drainage basin.
- Public Facility Improvements include:
  - Locate a joint fire/rescue station in or near Neighborhood Five to reduce response times and increase fire fighting and rescue capabilities.
  - Locate a library branch in or near Neighborhood Five.

- Continue to evaluate the Old Lynchburg Road system storm sewer for repair needs.
- Consider recommendations of the City/County/University Planning and Coordination Council Southern Urban Area B Study.
- Maintain or establish a buffer along Interstate 64 and the Route 250 Bypass to protect the visual quality and character of the area as seen from the roadway.
- Development plans along Route 29 South, Interstate 64 and Fifth Street/Route 631 are to be sensitive to their status as Entrance Corridor Roadways.

## **Southpointe Commercial Area**

### **Amendment to Neighborhood Five Profile Recommendations (pp. 63-65)**

*Adopted, 10/28/98 (CPA 1997-02)*

#### **Location**

*[NOTE: new text in addition to text found on pp. (64-66).]*

The Community Service area located southwest of, and immediately adjacent to, the 1-64/Fifth Street interchange is intended to serve as a commercial/office services center for Neighborhoods Four and Five and other residential development located south of 1-64. This area is larger than what is normally associated with Community Service areas. Therefore, the square footage limits outlined in the Land Use Plan is not necessarily a maximum limit. Expectations for development of this area include development under a master plan emphasizing:

- a village center character, design theme and scale which blend with nearby residential development; construction materials appropriate for a village center type commercial district (no metal buildings); a community center function for the Neighborhood;
- mixed use allowing some residential occupancy or conversion thereto;
- pedestrian and bicycle access to and throughout the site;
- areas of open space/recreation for shoppers and Neighborhood residents;
- maintenance of a vegetative buffer along Fifth Street and 1-64;
- internalized parking to the greatest extent possible; use of trees and other landscaping material to minimize visual impact of parking areas (parking orchard concept);

A compatible Regional Services use for the Community Service area can include hotels and/or motels, provided they have an internal site and building orientation (as opposed to a "motor court" design), incorporate uses which support the Neighborhood (meeting facilities, restaurants, recreational facilities, etc.), are compatible in scale to the height of the largest buildings within the shopping center to the south, and are designed to visually connect and blend with the shopping center located on the same Community Service site. Service stations are not considered to be a compatible Regional Service use.

#### **Transportation improvements include:**

Roadway interconnection of Avon Street Extended and Fifth Street (the "Southern Connector"), which would provide access to Interstate 64 and traffic circulation within Neighborhoods Four and Five. This improvement is needed if the community service area at 1-64/Fifth Street is to be accessible to residents south of 1-64 and serve as a commercial/office service center.

- When development of the Community Service area at 1-64/Fifth Street occurs, the following improvements should be constructed:

- signalize the Fifth Street/Old Lynchburg Road intersection;
- signalize the Fifth Street/Stagecoach Road intersection, which will be the location of a major point of access to this site;
- continuous right turn lane from Fifth Street to entrance to site from Old Lynchburg Road;
- Approval of further development along Fifth Street may depend upon the following improvements to the 1-64/Fifth Street interchange are funded and construction is scheduled:
  - signalize of the interchange ramp intersections;
  - double-laning of the interchange ramps;
  - possible dual left turn lanes on Fifth Street for interchange ramps.

## Neighborhood Six

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(as Amended July 20, 2007)

### Location

Neighborhood Six is bounded on the east by the City limits, on the south by Moores Creek and I-64, on the west by the South Fork Rivanna River watershed boundary and on the north by Route 250 West.

### Existing Land Uses

**Residential** - Neighborhood Six contains an estimated 2,947 dwelling units and a population of 7,509 people. Fourteen percent (421) of the housing units in the Neighborhood are single-family attached; two percent (57) of the housing units is either townhouses, single family attached or duplexes; and fifteen percent (453) are multi-family. There are 2,016 group quarters type units, mostly consisting of University housing. Major developments include University Heights Apartments, Huntington Village, Ednam Forest, Ednam, Ednam Village, Bellair, and Buckingham Circle.

**Commercial and Office** - The area along Route 250 West is largely institutional in nature with the Kluge's Children's Rehabilitation Center; Birdwood Golf Course; the University of Virginia Police Department; the University of Virginia Information Center; and a number of smaller offices operated by U.Va. are located within this Neighborhood. Other non-institutional office and commercial uses are also located along Route 250 West and large office uses are located in the JPA/Fontaine Avenue Research Park. Larger retail and office uses along Route 250 West include Townside East Retail (30,377 square feet) and Ednam Professional Center (20,980 square feet). Large office buildings that exist in the JPA/Fontaine Avenue Research Park include the Virginia Public Authority Building (60,000 square feet) and the University of Virginia Health Sciences Foundation Building (60,000 square feet).

**Other Land Uses**- The University of Virginia Central Grounds, McCormick Observatory and Camp Holiday Trails are located within the Neighborhood.

### Environmental Characteristics

This area is within the Moores Creek drainage basin. A wide wooded area screens the Route 29/250 Bypass from residential areas between Route 250 West and Interstate 64. Areas of steep slopes are immediately north and south of Interstate 64 and west of the Route 29/250 Bypass and Fontaine Avenue.

### Transportation

Route 250 West is heavily traveled and it is projected that traffic volumes along this roadway will double by 2015. The road is heavily used by commuters, students and visitors to the University. This road is also

heavily used by bicyclists traveling into the University. Flooding occurs periodically on Route 250 West near its intersection with Old Ivy Road. Walkways are constructed on both sides of Route 250 West from Route 29 to Old Ivy Road. Fontaine Avenue is also heavily traveled. Walkways and a bicycle facility exist along Fontaine Avenue in front of the Fontaine Avenue Research Park. Also, the Route 250/29 bypass intersects the Neighborhood.

## **Public Water and Sewer**

Public water and sewer are available in the Neighborhood, with the Morey Creek sewer interceptor and major water lines running along Fontaine Avenue and Route 250. Water is provided by both the South Rivanna and Observatory treatment plants. ACSA has identified small internal system upgrades that need to be completed in order to provide better service to the area.

## **Public Facilities**

Park, police and library service are adequate to the area. Fire and rescue service does not meet service standards established in the Community Facilities Plan and needs to be improved.

## **Recommendations**

- Infill and expansion of the Fontaine Research Park may be permitted. The level of expansion permitted on-site should be limited to that which can be supported by the planned road network, and timed with the construction of the planned improvements to the road network which provide an adequate Level of Service to support development in this area. Adequate level of service (LOS) is considered D or better (or the LOS acceptable to VDOT) for network roads in the County and City, including Fontaine Avenue in the County and City, the Fontaine Avenue/U.S. 29 Bypass interchange, Sunset Avenue, Old Lynchburg Road and Fifth Street. Additional support commercial should be provided on-site in the future to serve the park and the immediate area. In addition, the following are also recommended for this site:
  - The proposed Sunset Avenue-Fontaine Avenue connector shall be accommodated on-site. Provision of the road will be an expectation for any rezoning request in this portion of the study area.
  - The provision of pedestrian, bike facilities, and transit service and/or transit ready site design will be an expectation with any new development of this site.
  - Provide additional access points to the Research Park on the Sunset Avenue-Fontaine Avenue connector road and Fontaine Avenue.
  - Minimize the visual impacts to the Entrance Corridor through maintenance of vegetated buffers, and careful site grading, and careful treatment of building locations, heights, massing and clustering on the site. "Green" building and site design concepts should be incorporated into the project development.
  - Water quality impacts will be an important consideration for any future development of this site. Measures should be put in place to not only minimize stream impacts, but also to help improve the current condition of Moore's Creek and its tributaries."
- Development plans along Route 250 West and Fontaine Avenue are to be sensitive to their status as Entrance Corridor roadways.
- Limit the Neighborhood Service designation on Fontaine Avenue west of the Bypass (Old Route 29 South) to existing zoned land. "A mixed Use development may be permitted. The gross density of the mixed use development should be consistent with Neighborhood Density Residential and Neighborhood Service designations as shown in the Land Use Plan."

- A conservation easement exists on an area located on the western boundary of the Neighborhood, south of Bellair and Birdwood, north of Camp Holiday Trail and west of Buckingham Circle. This conservation easement prohibits development of this property (noted as See Text on Land Use Map).
- Consider the information and recommendations of the PACC Southern Urban Area B Neighborhood Study and the Lewis Mountain-University Heights “Area B” Study (each found under separate cover).
- Transportation Improvements include:
  - Widen Route 250 West (Ivy Road) to four lanes from the City to the Route 29/250 Bypass and implement the recommendations of the Ivy Road Design Study. That study recommends a design to make Ivy Road an attractive, welcoming place in which to easily walk, bike, shop, and drive. Recommendations include separated bicycle facilities, continuous walkways, raised planted median, landscape planting, relocation of utility wires, sign guidelines, benches, trash cans, shared parking and consolidation of entrances.
  - Route 250 West, west of the Bypass west should be maintained in its existing alignment and width and not be widened.
  - Construct the Fontaine/Sunset Avenue connector road and improve the existing alignment of Sunset Avenue from the new connector road to its intersection with Fifth Street.
  - Consider a possible extension of a multi-modal connection of Stadium Road to the Fontaine Avenue in the area of the Fontaine Research. Study various methods of providing a multi-modal connection, including the provision of various combinations of pedestrian, bicycle, transit, and/or vehicle access and the impacts of this connection on the neighborhood and road network.
  - Provide a greenway corridor along Moore’s Creek in the southern portion of Neighborhood Six. This greenway should connect to the Fontaine Avenue Research Park.
  - Provide pedestrian connections from the residential areas in the Neighborhood to the Fontaine Avenue Research Park.
  - Consider the transit, bicycle and pedestrian recommendations of the Southern Urban Area B Study.
  - Evaluate the need for transit service to the Neighborhood as the area continues to develop. Consider the transit, bicycle and pedestrian recommendations of the Southern Urban Area B Study.
  - Provide service to Fontaine Avenue corridor including the Fontaine Research Park.
- Utility improvements include:
  - In Bellair and Buckingham Circle, replace the existing water line and replace it with a 6” to 10” line to improve system hydraulics.
  - In Ednam Forest, loop the existing 6” water line to improve system hydraulics.
  - Provide public sewer service to Buckingham Circle, Bellair and Ednam Forest if public health becomes an issue.
- Locate a new fire and rescue station in this area to service Neighborhood Six and Seven, the

University and Ivy as response times require. The station should be funded and operated jointly by the City, County and University. The station should be staffed by volunteers to the greatest extent feasible.

- Coordinate with the University on the development of its parcels.
- Maintain or establish a buffer along Interstate 64 and the Route 250 Bypass to protect the visual quality and character of the area as seen from the roadway.

## Amendment to Transportation Section of the Land Use Plan

July 20, 2007

### Streets and Roads

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The development and maintenance of an efficient and safe road system is critical to influencing the location of future residential development and economic activity while also accommodating existing needs. Planning for roadway improvements is a complex procedure due to fragmented and limited funding sources. In addition, the ultimate responsibility for construction and maintenance of roadways in the County lies with the State, through the Virginia Department of Transportation: there are no County maintained public roads.

All County roads are categorized either as interstate, primary or a secondary. Interstate highways are the highest level of functional road and are part of a national system of freeways and expressways, providing long distance traffic, high speed and limited access connections. Interstate 64 traverses the County and connects the Charlottesville-Albemarle County area to major north-south interstates (I-81 and I-95) and the Richmond and Norfolk metropolitan areas. The total length of Interstate 64 in the County is approximately 31 miles.

The Primary System consists of arterial roads. From the state level planning perspective, the primary purpose of these roads is to move traffic; access to properties is considered a lower function/priority. There are 115 miles of primary roads in the County, including the following:

Route 53	Route 6	Route 20
Route 231	Route 22	Route 240
Route 29	Route 250	Route 151

All of these primary roads are designated as Entrance Corridor routes, providing provides access to the City and County's historic districts and properties. Therefore, these roads are important not only for the transportation function, but also for scenic and visual character.

The majority of roads in Albemarle County are secondary roads. As of December 31, 2000 there were 818.07 miles of secondary roads in the County. Of this, 587.53 (72%) were hard surfaced and 230 miles (28%) were gravel roads.

### Major Corridors

The County has three major corridors that present particular transportation concerns. These corridors are Route 29 North, Route 250 East, and Route 250 West.

#### **Route 29 North**

Route 29 North is the major north-south arterial road through the County, and a major state arterial which links Washington, D.C., Charlottesville, Lynchburg and, Danville. Route 29 north of Charlottesville is the major commercial corridor in the County. Route 29 is proposed to be upgraded from the South Fork of the

Rivanna River to Airport Road (Route 649). However, plans have not been developed or scheduled for construction by VDOT. VDOT has conducted a major study of the Route 29 Corridor from Albemarle County (from the South Fork Rivanna River) to Warrenton, Virginia. The purpose of the transportation analysis was to determine the future level of travel demand along the corridor and to assess whether the highway is designed adequately to accommodate projected traffic volumes.

In early 2003 a staff team from the Thomas Jefferson Planning District Commission & Charlottesville-Albemarle MPO, VDOT, City of Charlottesville, and Albemarle County conducted the 29H250 Study. The purpose of the study was to develop specific intersection design concepts that address vehicular, pedestrian, bicycle, and transit movement for improved mobility, safety, and development opportunities within the Route 29/Hydraulic Road/Route 250 Bypass area, while protecting existing tax base, business, neighborhoods, and employment. This study was considered the first component of an ultimate study including the full length of Route 29 in the County. This initial study has been completed and adopted by the MPO, City and County as the guiding plan for improvements to Route 29 in the area.

The major traffic improvement recommendations include a grade-separated interchange at Route 29 and Hydraulic Road, constructed with roundabouts at the end of the off-ramps for optimum traffic controls. Signalized intersections could also work. A new Hydraulic Road alignment is proposed just north of existing Hydraulic Road to allow full traffic movement during construction.

The County is currently undertaking a Master Planning process (*Places29 Study*) for the Northern Development Areas along the Route 29 corridor (Neighborhood 1 and 2, Hollymead, and Piney Mountain). The *Places29 Study* includes a major transportation planning component which will not only complete the "29H250" study process for Route 29 north, but will establish recommendation for overall road network serving the Northern Development Areas. This unified land use and transportation study will be completed within the next 2 years (2007). Other studies that have been conducted along the Route 29 Corridor are described below.

#### ***U.S. Route 29 Corridor Development Study***

The U.S. Route 29 Corridor Development Study (Phases I Albemarle County to Fauquier County. The goals of this Study are to create a unified multi-modal transportation system of air, rail, transit, and highways, improve energy efficiency, promote economic development, and improve quality of life. The Study reviewed all relevant elements of the federal legislation including an extensive public participation process. It addressed land use planning, advanced acquisition and preservation of right of way, and overall social, economic, and environmental effects. The Albemarle County Board of Supervisors supports the use of access management techniques as the principle means of controlling traffic on this corridor of Rt. 29.

#### ***U.S. Route 29 Corridor Development Study (combined Phases II/III N.C. to Charlottesville)***

This study resulted in a long-range multi-modal plan for transportation in the corridor and will assistance state and local governments in prioritizing transportation projects, identifying and requesting funding, and planning the location of various land uses and public facilities. Most all of the area along this section of the Corridor Study is not in the County's Development area and the County did not support any of VDOT's widening recommendations. On February 14, 2001, the Albemarle County Board of Supervisor endorsed a resolution that established their position regarding this study and the Route 29 South Corridor. It states:

Almost all of the area along the Rt. 29 South Corridor is not in the County's Development area. Data developed by the consultant and verified by the County does not project significant development in this area of the County through the study period. Therefore, the County does not believe controlled access through elimination of all individual access points and an extensive system of service roads and signalized intersections should be assumed as necessary for Albemarle County. The County does support the coordination of land use planning and transportation system planning through specifically incorporating the access management recommendations of the Phase I Corridor Study into the planning for the Route 29 South corridor in Albemarle and throughout the study area. Albemarle County believes that access management planning is a logical and viable recommendation for the Route 29 corridor south of Charlottesville. Through proper planning that balances land use and transportation priorities in

the particular sections of the corridor in the County, appropriate access management measures can be identified and pursued.

Use the "Parkway" design cross-section in Albemarle County, without service roads and limited access should be used in Albemarle County. Under no scenario should the "Freeway" design concept be used in Albemarle County. Furthermore, it is not anticipated that signalization of intersections will be necessary in Albemarle County, but in no case is reservation for interchanges at any Albemarle County intersections necessary. The full study with recommendations is available at the Department of Community Development.

### **Route 250 East**

Significant commercial development exists along Route 250 East mostly within the designated Development Areas. The County is currently conducting a Master Plan for the Pantops Development Area. This study should be completed by 2006. This study will identify land use and transportation recommendations that will guide the growth of the Pantops area. A separate study will evaluate the feasibility of an Eastern Connector. The Eastern Connector is identified in the *UnJAM 2025 Plan* to be studied to determine its potential impact to analysis the traffic on the Route 250 East and Route 29 north corridors.

In 1999, VDOT conducted the *Route 250 East Corridor Study*. The purpose of the study was to examine existing and future travel conditions within the corridor in order to identify transportation deficiencies. The Route 250 East Corridor Study area begins at the east corporate limits of Charlottesville and ends approximately three-tenths of a mile east of Route 15 at Zion Crossroads in Louisa County. A conceptual multi-modal transportation plan to address these deficiencies will result from the study.

The study recommended a series of short term and long term recommendations. The Study's recommendations will be considered in conjunction with the Pantops Master Plan process.

### **Route 250 West**

In the fall of 1997, VDOT initiated the *Route 250 West Corridor Study* to produce a long-range planning study with conceptual engineering plans. The *Route 250 West Corridor Study* may be used to assist VDOT and Albemarle in preserving rights-of-way to accommodate future transportation needs in the corridor. The subject of the study was the segment of Route 250 in between I-64 (Exit 107 Yancey Mills) and the west corporate limits of Charlottesville.

The study recommended a series of short term and long term recommendations (the *Route 250 West Corridor Study* is on file in the Albemarle County Department of Community Development Department). A controversial long term recommendation was to widen Route 250 from the City limits to Mechums River. The Citizens Advisory Committee and the Board of Supervisors opposed VDOT's recommendations for Route 250 West. The Citizen Advisory Committee and the Board of Supervisors supported maintaining Route 250 West with its present roadway cross section. The Board also created the Route 250 Task Force, which is a standing committee charged to review and make recommendations to the Board of Supervisors with regard to all transportation improvements on the Route 250 West corridor (Route 250 Bypass to the Yancey Mill interchange). The Task Force will review each proposal prior to approval.

It should be recognized that Route 29 North, Route 250 East, and Route 250 West provide both access for inter-regional travel and access for the major commercial and residential areas of the Urban Area and City. Road improvements should be designed to accommodate anticipated traffic demands and present capacity should be utilized to the greatest extent possible.

### **Meadow Creek Parkway**

The Meadow Creek Parkway, from the intersection of McIntire Road and the Route 250 Bypass in the City of Charlottesville to Rio Road at Norfolk Southern Railroad will provide new north-south route connection from the County northern urban area to downtown Charlottesville. The new road will also provide an alternative to Rio Road and Park Street.

The Meadow Creek Parkway Final Report, May 2001, by Jones and Jones Consultants, establishes an alignment location and design standards for the development of Phase I of the Parkway in the County, from Melbourne Road to the railroad bridge on Rio Road. This report can be found under separate cover.



In summary, the study calls for a two-lane road constructed on sufficient right-of-way to allow for its upgrade to a four-lane road, if necessary. The proposed design calls for a parkway concept, which includes pedestrian and bicycle facilities, landscaping and an adjacent linear park. The linear park will provide an open space and recreational benefit to the community and will serve to connect McIntire Park, Greenbrier Park, and the City/County greenway along Meadow Creek, with additional linkages, to Pen Park, Charlottesville High School, CATEC and Charlottesville Catholic School. The proposed road alignment and design in the Meadow Creek Parkway Final Report are consistent with the alignment and design for the City portion of the road.

### **Northern Free State Road**

The Northern Free State Road was formerly referred to as the Meadow Creek Parkway Phase II. The *UnJAM 2025 Plan* recommends that this road be studied in conjunction with the Eastern Connector, based on changes in development patterns and proposed projects in the northern area. It is assumed that portions of the roadway will be built by private developers, and that the character of the roadway may change within and between neighborhoods.

This road will be considered with the *Route 29 Corridor Transportation Study (29H250)* Master Planning process and with the *Places29 Study* now underway. This road will provide access to existing neighborhoods and areas of development north of Rio Road and potentially connect Urban Area to the Hollymead Community and Route 29.

### **Hillsdale Drive Extended**

The Hillsdale Drive Extended will connect existing Hillsdale Drive from its terminus at Greenbrier to Hydraulic Road, creating a parallel roadway east of Route 29. This roadway will create an efficient alternate route for many residents, allowing them easier direct access to work, shopping, schools, and community facilities without having to travel on the Route 29 corridor. This roadway should be timed to be completed after completion of the Meadow Creek Parkway.

### **Southern Parkway**

The Southern Parkway will connect Avon Street to 5th Street Extended. Currently, there is no direct east-west connection of the southern Development Area neighborhoods (4 and 5). This requires travelers to take a circuitous route to travel a very short distance. This road will provide an important east/west connection to the Southern urban area and provide important emergency (fire/rescue/police) access to in the area. This road will also improve east/west traffic now traveling through city neighborhood streets. Since some commuters use Interstate 64 to make this connection, this project could reduce local traffic on the Interstate. The Planning and Coordination Council's (PACC) Southern Urban Area B Study dated September 10, 2004, identifies a possible alternative for the alignment of the Southern Parkway in Development Area Neighborhood 5 which would link the road into existing and future streets to the south of the identified alignment. Consider the recommendations of the PACC Southern Urban Area Study for possible alignment alternatives and/or other neighborhood street connections to the Parkway as development occurs in this area. **Amended 7/20/07**

### **Fontaine Ave.-Sunset Ave. Connector Road and Stadium Road Connector**

There is no collector road which provides a direct connection of the southern Development Areas to the Fontaine Avenue and University grounds area. This requires travelers to use city neighborhood streets to reach these locations. The Fontaine Avenue-Sunset Avenue connector road would provide a more direct connection of these areas, reducing traffic impacts to neighborhood streets.

The Stadium Road connector is a potential interconnection that would extend Stadium Road on the University Grounds to Fontaine Avenue, providing a connection from Fontaine Avenue and the proposed Fontaine Avenue-Sunset Avenue connector to University destinations. This interconnection could provide various combinations of vehicular, pedestrian, bike and/or transit access. Development of this road should be consistent with the recommendations of the Southern Urban Area B Study. **Amended 7/20/07**

### **Route 29 (Western) Bypass**

The Western Bypass is a proposed six-mile long roadway from the interchange of Route 29 and Route 29/250 Bypass to just north of Route 643 (Polo Grounds Road). It is planned to connect with Route 29 and the proposed Northern Free State Road.

The County has been working with VDOT through the MPO to address the County's concerns with the Western Bypass. As a result of this effort, the *UnJAM 2025 Plan* described the Western Bypass as noted below.

The project as designed does not meet community or regional needs, and has been determined too costly for the transportation benefits to be gained (draft design plans for the Western Bypass can be found in the Albemarle County Department of Community Development and the local VDOT Residency Office). The transportation goals of the Bypass can be more effectively realized with improvements to the existing Route 29 corridor.

Portions of the right-of-way reserved for this project should be considered for potential use in other projects such as Berkmar Drive Extended. The remaining right-of-way should be sold, with the proceeds going toward other projects in the Route 29 corridor that better deliver cost-effective solutions to congestion along the corridor. These include adding additional lanes to Route 29 North. These actions would effectively contribute to the near-term improvements needed to maintain Route 29 as the major north-south automobile and truck route.

## Recommendation

- Implement the recommendations of the *UnJAM 2025 Plan*, including but not limited to the following:
  - The recommendation for the Western Bypass.
  - To undertake a traffic impact and location study for the Eastern Connector.
- Implement the recommendations of the *29H250 Study* and implement the transportation recommendations of the *Places29 Study*, when adopted.
- Maintain existing cross-section of Route 250 West from Route 29/250 Bypass to the I-64 interchange.
- Implement improvements to Route 250 East consistent with Neighborhood Plan, when adopted.
- Construct the Meadow Creek Parkway, including an interchange at the Route 250 Bypass.
- Construct the Hillsdale Drive extension as recommended in the Hillsdale Drive Extension Study.
- Complete construction of the Southern Parkway by extending the road to connect to 5<sup>th</sup> Street. Consider the recommendations of the PACC Southern Urban Area Study for possible alignment alternatives and/or other neighborhood street connections to the Parkway.
- Construct the Fontaine Avenue-Sunset Avenue connector road and upgrade Sunset Avenue from the connector road to Fifth Street consistent with the recommendations of the PACC Southern Urban Area B Study.
- Consider a possible extension of a multi-modal connection of Stadium Road to the Fontaine Avenue in the area of the Fontaine Research. Study various methods of providing a multi-modal connection, including the provision of various combinations of pedestrian, bicycle, transit, and/or vehicle access and the impacts of this connection on the neighborhood and road network.
- Implement the *UnJAM 2025 Plan* recommendations regarding the Route 29 Western Bypass.  
***Amended 7/20/07***

## Road Development

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There are several major tools and processes that are used to plan for needed road improvements. These tools and processes are discussed below.

## **Six Year Primary and Secondary Road Plans**

The Primary System Construction Program consists of a prioritized list of improvements and a financial implementation plan for all projects in each locality within the Culpeper Highway District (Culpeper, Fauquier, Madison, Orange, Albemarle, Fluvanna, Greene, Rappahannock, and Louisa Counties). The Board of Supervisors reviews and approves a priority listing of projects for the County and forwards this list to VDOT. The final list of improvements and financial plan is established by VDOT for the entire district.

The Six Year Secondary Road Plan also consists of a priority list of improvement projects and a financial implementation plan for all projects within the County. Each year the financial implementation plan must be reviewed and approved for appropriation by the Board of Supervisors. The County adopts a priority listing of projects every two years. The list is based on transportation recommendations identified in the *UnJAM 2025 Plan*, the Comprehensive Plan, and related planning studies. The total list of projects exceeds anticipated that which can be completed during the six year time horizon of the plan. The County has significantly more control over project priorities on the Secondary System than it does on the Primary System.

Traditionally, most County roadway improvements have been limited to funding through VDOT's six year road planning process for both primary and secondary roads. Recently, however, the County has made a more concerted effort to fund the development of proposed roads and work with the development community to encourage participation in the development of these roads. Examples of these projects include the connection of Commonwealth Drive to Greenbrier Drive, and the construction of Hillsdale Drive/Branchlands Boulevard and Berkmar Drive Extended in which the County and developers shared construction costs. In order to take advantage of these types of efforts in the future, it is necessary that the County have an effective transportation planning process which provides standardized methods to identify and prioritize new projects. Future roads which the County proposes for development, but which are ineligible for VDOT construction funds, will need to be funded through the Capital Improvements Program.

## **Recommendation**

- Maintain and regularly update a County Priority List of Secondary and Primary Road Improvements.

## **General Design Standards For Roads**

The following are general design standards for roads in the County:

1. Design new roads in a manner which is sensitive to County and regional efforts which encourage multi-modal opportunities and neighborhood and pedestrian-friendly character:
  - Provide sidewalks on both sides of the street along all arterials, collectors, and local through-roads in the Urban Area, Communities and Villages unless, other pedestrian access facilities adequately address current needs or pedestrian access in a certain location is deemed inappropriate for reasons of safety.
  - Encourage, where right of way is reasonably available, paved shoulders on shoulder and ditch designed roads (rural cross-section) and wider outside lanes on curb and gutter designed road (urban cross-section) on any new or reconstructed road to more safely accommodate bicycles. Paved shoulders also improve long term road maintenance by reducing pavement deterioration along road edge of rural cross-section roads.

- Accommodate, where appropriate, bus stop pull-outs or other improvements necessary to support bus service. For new major road projects consider long term need for additional room to support mass-transit facilities (rapid/express bus lanes, rail service, etc.). Major road projects can be considered a significant widening or improvement to a primary road or a secondary road.
2. In the Rural Area, road improvements should be designed to protect environmentally sensitive areas and conform to County goals to preserve rural character. In this regard, improvements which contribute to increased vehicle speed, such as straightening alignments and additional lanes may create less safe conditions and may not be consistent with the rural character of the County. Paving shoulders for enhanced safety and bike use should be encouraged. In the Development Areas, streets should be designed with a streetscape (sidewalks and plantings) that support the Neighborhood Model. Any anticipated road improvements or construction in sensitive or significant resource areas as defined by the Open Space Plan, Natural Resource and Cultural Assets Plan, or other documents should receive extremely careful scrutiny and provide protection measures to eliminate ecological, environmental, and aesthetic concerns.
  3. Landscaping should be provided along major roads in the Urban Area, Communities and Villages, particularly along designated Entrance Corridor Roadways and areas of intensive development.
  4. Mast arm traffic light poles and street light poles and signs are encouraged over hanging street lights.
  5. Locate utilities underground where feasible. If utility poles are to be above ground, encourage their consolidation into one corridor along the road.
  6. Minimize clearing activities associated with construction to the greatest extent feasible.
  7. Require interconnection of adjacent developments/neighborhoods within Development Areas, and, where appropriate, in Rural Area development, to achieve a local road system and provide alternatives to the regional road network for local trips. This principle should apply to residential and non-residential developments. "Traffic calming" measures (lower speed limits, all directional stop intersections, speed bumps, traffic channeling measures).
  8. Discourage direct access from individual lots to arterial and major collector roads. Utilize joint entrances, frontage roads, and side street access or other methods to reduce access points to adjacent properties on major collector or arterial roads.
  9. Minimize the number of access points per parcel or development area to those necessary to provide safe and convenient access to and from the site.
  10. Minimum desirable separation of street intersections is 1,000 feet for principle arterial roads and 800 feet for minor arterial roads. Minimum desirable spacing for cross-overs (divided road) is 1,300 feet for principle arterial and 1,000 feet for minor arterials. Entrances shall be located either directly across from a cross-over or at a minimum of 500 feet from a crossover. Encourage use of block configurations in the Development Areas. Block lengths should range from 200-600'.

## **Traffic Reduction**

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Traffic reduction initiatives are intended to reduce dependency on the automobile, and change the pattern of single-occupant auto trips, as the dominant means of transportation. Although it is recognized that auto travel will continue to be a primary means of travel, reducing auto trips can: 1) delay the need for road improvements by better utilizing existing road capacities; and, 2) conserve fuel and reduce pollution (air, water, noise). Alternative transportation services and initiatives which can reduce single-occupant auto travel include public transit services, ride-sharing/vanpooling programs, bicycle and pedestrian access facilities, and travel demand reduction techniques such as tele-commuting and flex-time work hours. Adherence to the General Principles for Transportation recommendations for the above noted services

and facilities should serve to implement traffic reduction initiatives.

## **Transportation Services**

Public transportation includes any public mass transit services available to County residents such as the Charlottesville Transit System (CTS), the University Transit Service (UTS), and JAUNT. The County also benefits from other providers it does not fund, such as taxi services and inner-city bus services. The transit service providers to the County are described in more detail below. An important component in planning and providing public transportation services is the “Private Sector Process” adopted by MPO members. This process is designed to more equitably involve the private sector when selecting public transportation service options. The inclusion of the private sector perspective has resulted from Federal Transportation Administration (FTA) regulations requiring: (1) notification of proposed services to private providers; (2) consultation with private enterprise for public services; (3) consideration of private carriers in providing services; (4) comparison of costs between service proposals by the private and public sectors; and, (5) complaint resolution mechanisms for private operators.

### **Charlottesville Transit Service (CTS)**

Public transportation in the Charlottesville and the urban areas of Albemarle County is provided by Charlottesville Transit Service (CTS). CTS operates six days a week with ten daily, fixed routes, one demand response, and six night service routes throughout the urban area. Creating the hub of the public transportation network, bus routes circle around the downtown pedestrian mall before breaking off in the designated direction. CTS service extends south to Interstate 64, as far up Route 29 North to Wal-Mart, and east to Pantops. Buses are wheelchair accessible and CTS offers paratransit programs, in conjunction with JAUNT, for riders with disabilities who are unable to use regular route buses. CTS buses are also equipped with bike racks. The County will continue to:

- Implement County related recommendations of the Charlottesville Transit Development Plan, and participate in its update which occurs every five years.
- Continue to support Thomas Jefferson Planning District Commission (TJPDC) Rideshares services and the Commuter Information Team (CIT).
- Participate with TJPDC, MPO, and Rural Area Transportation Long Range Plan to develop regional plan for park and ride lots.
- Continue to work with area employees to reduce single occupancy commuter vehicles.

### **JAUNT**

JAUNT, Inc. is a regional transportation system providing fixed-route and demand-response service to the citizens of Charlottesville, Albemarle, Fluvanna, Louisa, and Nelson Counties. JAUNT receives federal and state mass transit funding as well as funds from the local governments, human service agency payments and passenger fares. The eighty-vehicle fleet carries the general public, agency clients, the elderly and people with disabilities throughout Central Virginia. Mobile Data Computers have been installed in all of JAUNT's vehicles and new, sophisticated scheduling software handles all 1,200 scheduled trips per day. Reservationists can quickly find the most effective vehicle for each trip, dispatchers know exactly where each vehicle is, and operators access their trip information directly from their on-board computer. Fixed route services primarily connect outlying communities to the urban area, but routes to less populated centers are available as well. Weekday transit routes operate on most primary roads: Route 29 North and South, Route 20 South, Route 250 East and West, and Interstate Route 64. Routes in rural Albemarle County originate in various communities including Scottsville, Coveseville, North Garden, Keswick, Advance Mills, Earlysville and Slate Hill.

The following services are provided to the County by JAUNT:

- Coordinated transportation services for all human service agencies serving the County.
- Rural public transportation services, including rural to urban commuter work runs.
- Special services to the handicapped and elderly, including door-to-door prearranged personalized

service.

- Supporting services to the handicapped in CTS areas.

### **University Transit Service (UTS)**

UTS offers transportation and charter services to students, employees, and visitors to the University of Virginia. It operates twenty fixed routes throughout the calendar year, with a focus on the academic year. UTS has three types of service: full, holiday, and commuter. Transfers can be made between CTS and UTS buses.

Currently, UTS is wholly owned and operated by the University and is funded through mandatory student fees and parking passes. The service is oriented toward students, faculty, and employees of the University.

The County's growth management policy and land use plan create both distinct advantages and disadvantages in providing public transportation services. The effort to concentrate growth in specified Development Areas, particularly in the Urban Area around the City, permits a large portion of the population to be served with relative ease and efficiency. However, the low density and wide dispersal of population in the Rural Areas make it more difficult to provide convenient access to public transportation to those areas in a cost effective manner. While providing public transportation in the urban areas only is consistent with the County's growth management policy, it results in little or no service to low-and moderate-income individuals and families, the elderly, and the handicapped who reside in the rural regions of the County.

### **Ride Sharing**

RideShare is a program of the Thomas Jefferson Planning District Commission working to reduce traffic congestion and increase mobility throughout the city of Charlottesville and the counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson by promoting alternatives to the single occupant vehicle. Its services includes car and vanpool matching, referrals to transit providers, inventory, marketing, development of Park and Ride lots, operating the Guaranteed Ride Home Program, and promotion of bicycle and pedestrian transportation. This program is continuing to expand and most recently has implemented a SchoolPool program, to assist schools with traffic congestion that frequently occurs in their lots. RideShare is also an active participant of the Commuter Information Team (CIT) which includes RideShare, Charlottesville Transit Service (CTS), JAUNT, University Transit Service (UTS), and Greene County Transit.

Park and Ride lots located in Albemarle County include:

Scottsville -Rt. 20 at the Scottsville Market Keene  
Mountainside Senior Living  
Avon Street Extended  
Pantops Shopping Center  
Darden Towe Park  
Wal-Mart  
Forest Lakes South Entrance  
Peace Lutheran Church

Forest Lakes North (Health Services Center)  
Maple Grove Church  
Grace United Methodist Church

### **Recommendations**

- Identify methods of funding transit services and develop a funding structure/program to support transit in the County.
- Expand transit service in the Urban Area, and to the Hollymead, Cedar Hill Mobile Estates and

Piney Mountain Communities.

- Utilize the Transit Development Plan and other studies (including MPO/UnJAM studies, Master Plans, and PACC Area B Studies) to assist in determining the location and timing for the provision of transit services.
- Consider expansion of service hours to include nights and weekends on appropriate routes to improve ridership and service.
- Continue to recognize and support JAUNT as the primary public transportation provider for rural Albemarle County and the County's transportation disadvantaged.
- Continue to support MPO and JAUNT ride-sharing services.
- Participate with MPO and JAUNT to develop a regional system of park and ride lots.
- Work with area employers through MPO to encourage development of ridesharing/vanpooling programs and travel demand reduction programs. Encourage development of ridesharing and travel demand reduction programs in evaluating rezoning and parking lot requests for major industrial, office, and commercial projects.

### **Pedestrian, Bicycle, and Greenway Access**

Pedestrian and bicycle access is an important aspect of the County's overall transportation system. Walkways and bikeways provide for safe and convenient travel and improve the efficiency of the roadway system by reducing potential conflicts between motor vehicles and pedestrians/cyclists.

Pedestrian and bicycle access improvements can also complement and enhance the mass transportation system by improving access to bus stops and places of economic activity. The provision of an effective pedestrian/bicycle system can also enhance the sense of community within developed or developing areas of the County by providing pedestrian/bicycle facilities that interconnect communities and facilitate and encourage interaction within the area.

Appropriate facilities such as walkways, pathways and bike facilities create a safe and effective pedestrian/bicycle environment. These facilities alone, however, do not provide for adequate safe and efficient access, and as a result, additional facilities or improvements may be necessary such as street lights, signs, and other road intersection improvements.

The Department of Community Development in cooperation with the Thomas Jefferson Planning District Commission has developed the Jefferson Area Bicycle, Pedestrian, and Greenways Plan. This Plan will replace the existing Pedestrian Obstacle Study, and the Bicycle Plan for the City of Charlottesville and Albemarle County.

The purpose of this plan is to provide information and guidance on development of facilities and other accommodations to enhance safe bicycle and pedestrian travel within the Thomas Jefferson Planning District. This plan will also satisfy the Virginia Department of Transportation requirement that a roadway be identified as a bike lane or sidewalk in a locally adopted bicycle or pedestrian plan before improvements can be made. Descriptions are given as to how localities can create and maintain safe and efficient walking and biking systems, linking people to the services they need. An overall network is proposed that connects the many communities of the region, and smaller networks proposed for within those communities. The plan also identifies methods for increasing awareness among the public, especially automobile drivers, about the needs of walkers and cyclists. The Plan provides recommendations for both physical improvements and programs aimed at improving bicycle and pedestrian facilities and safety, and discusses implementation and funding issues. The improvement recommendations from the study are provided in Appendix B of the Land Use Plan.

The Jefferson Area Bicycle, Pedestrian, and Greenways Plan begins with a description of existing conditions, demand and need, and possible facility types for both bicycles and pedestrians. The Plan allows for links to surrounding localities. Public input was invaluable to the development of this plan.

Local biking clubs and organizations were invited to the meetings. The Jefferson Area Bicycle, Pedestrian, and Greenways Plan incorporates the recommendations of the County's Greenway Plan (Appendix A of the Natural Resources and Cultural Assets Section of the Comprehensive Plan (page 201)).

***Goals and Objectives of the Regional Plan are:***

GOAL 1: Provide a comprehensive and coordinated regional bicycling and walking system.

Objective: Provide safe bicycle and pedestrian access to public facilities, employment and commercial centers, schools, residential areas, and recreation and tourism attractions.

Objective: Integrate bicycles and pedestrians into planning for transportation and land development.

Objective: Ensure consistency among local plans, designs, and facilities in the region.

Objective: Provide adequate support facilities for the travel networks.

Objective: Encourage developers to include bicycle and pedestrian access in projects.

Objective: Integrate bicycle and walking networks with transit systems.

Objective: Preserve and restore walking and bicycle access when roadways expand.

GOAL 2: Provide safe bicycle and walking networks, convenient for all users.

Objective: Provide a system that serves expert, intermediate, and novice users of all ages.

Objective: Provide a system that serves recreational and utilitarian user needs.

Objective: Create a network easily used by residents, guests, and tourists.

Objective: Develop a system that meets or exceeds VDOT standards.

Objective: Minimize potential conflicts between bicycles, motor vehicles, and pedestrians.

Objective: Provide signage, markings, and physical improvements to ensure safe and easy usage.

Objective: Provide and maintain riding surfaces free of obstructions, trash, gravel, and other hazards.

Objective: Develop improved methods of bicycle accident data gathering, analysis, and retrieval.

GOAL 3: Educate the public of bicycling and walking advantages, facilities, safety and regulations.

Objective: Develop a comprehensive public information and education program to raise the community's awareness and enjoyment of walking and bicycle riding facilities.

Objective: Inform public of health and environmental benefits to further entice users.

Objective: Incorporate maps of facilities into standard transportation and tourist maps.

Objective: Inform bicyclists and pedestrians of their responsibility in relation to traffic.

Objective: Educate bicyclists and drivers on the rules of the road and bicycle safety.

GOAL 4: Establish a system to coordinate steady implementation of the plan.

Objective: Establish priorities for facility development consistent with funding priorities while maintaining flexibility to develop any segment of the system as opportunities permit.

Objective: Develop facilities which are cost efficient to construct and maintain.

Objective: Maintain awareness of and pursue all potential funding sources.

Objective: Hire staff at each locality or regionally to be in charge of grant writing, plan coordination, and other activities that will provide the necessary support to implement the plan.

**Recommendations**

- Utilize the existing Neighborhood and Master Plans for identifying potential walkway, bicycle, greenway, and streetlight projects.
- Implement the recommendations of the Jefferson Area Bicycle, Pedestrian and Greenway Plan.
- Evaluate existing Zoning and Subdivision Ordinance requirements and enabling legislation to ensure pedestrian facilities are being provided as called for in this Plan.



- Evaluate the need (and method) for the County to supplement VDOT's walkway maintenance, grassy strips, and tree lawn areas.
- Maintain an on-going walkway, bicycle, and greenway construction fund in the Capital Improvements Program. Utilize all possible funding sources for the construction of walkways and bicycle facilities.
- Utilize Development Standards for Roads and Land Use Standards for Development as guidelines for pedestrian facility development.
- Implement the recommendations of the existing Bicycle Plan for the City of Charlottesville and Albemarle County. Regularly review and update Plan.
- Include bicycle and sidewalk facilities within new major developments depending on their location. Provide amenities such as bike racks and shower facilities.
- Consider using VDOT and railroad excess right-of-way for multi-use trails.

## **Other Transportation Types**

### **Air Travel**

The purpose of the Charlottesville-Albemarle Airport Master Plan of August 18, 2004 is to provide the Charlottesville-Albemarle Airport Authority with useful, understandable information and guidance to develop and maintain a safe and efficient airport. It also provides the Federal Aviation Administration (FAA) and the Virginia Department of Aviation with information concerning the planned development at Charlottesville-Albemarle Airport. The Charlottesville-Albemarle Airport Master Plan is comprehensive planning guide that ensures the Charlottesville-Albemarle Airport remains a safe, efficient, and environmentally sensitive air transportation facility, while serving the growing needs of air travelers throughout the region.

The Airport has maintained a master plan for facility development since 1972. Prior updates include 1982 and 1994. FAA requires an airport to maintain a master plan in order to be eligible to receive grant-in-aid funding through its airport improvement program. There are no set guidelines from FAA on how often an airport master plan should be updated. Each master plan includes forecasts of aviation activity that are applicable for 5, 10 and 20 year periods. Historically, the Charlottesville-Albemarle Airport has conducted an update every 10-12 years.

Charlottesville-Albemarle Airport (CHO) is the only commercial service airport in the region (the Louisa County Industrial Airpark is a general aviation airport). The Charlottesville-Albemarle Airport is located in northern Albemarle County west of Route 29 at Routes 649 and 606, approximately eight miles north of Charlottesville. Service was initiated at the Airport by Piedmont Airlines in 1955. Since then, the facility has grown to include a 60,000 square foot terminal facility with modern customer amenities offering on-site rental cars, ground transportation, and food service. General aviation facilities include an executive terminal offering a full-service fixed base operation, flight schools, and aircraft charter firms. Significant increases in the number of passengers departing from the airport on commercial flights have occurred. The Charlottesville-Albemarle Airport continues to grow, from 65,620 passengers departing on commercial flights in 1980 to 132,432 in 1990, and serving 163,416 passengers in 2003.

The County is aware of the need to address infrastructure needs which would improve airport operations, such as public utility and road improvements. Any future land acquisition and development by the Authority will also need to be coordinated with the County to insure consistency with the Comprehensive Plan and all applicable ordinances, and to minimize negative impacts of expansions.

### **Rail Travel**

Passenger and freight rail service are available in north-south and east-west directions throughout the region. AMTRAK service for passengers originates at the City of Charlottesville's Union Station on West Main Street. There are no other AMTRAK stops in the planning district.

### **TransDominion Express (TDX)**

The TransDominion Express (TDX) project is a collaborative effort between both state and local agencies. As detailed in the 1998 Bristol Report, The TDX is a proposed rail system that would connect southwest Virginia with both Washington, D.C. and Richmond. TransDominion Express will serve the region, with proposed rail corridors starting in Bristol, with destinations to Washington D.C., and Richmond. Service to Richmond will be through Lynchburg, and a stop is proposed for Charlottesville on the route to Washington. The TDX would cover approximately 400 miles and has nineteen formal and informal proposed stations. The Virginia Department of Rail and Public Transportation found that "creation of TDX would decrease traffic congestion on highways and interstates, reduce air traffic pollution, increase safety, stimulate tourism and commerce and provide an efficient alternative to automobile travel. The County supports the TDX and funding.

A direct physical impact of rail service is the possible conflict with pedestrians and autos at crossing points. Also, hazardous materials are transported daily along railroad lines. Safety records show that railroad shipment of such material is safer by far than along highways. The shipment of hazardous material further increase the importance of railroad crossing improvements, such as the installation of warning devices to minimize potential collisions. The responsibility of rail-road-highway at-grade crossings are considered the responsibility of the Virginia Department of Transportation and, therefore, are addressed in the Six Year Road planning process.

Presently no freight originates in the Charlottesville-Albemarle area. Freight trains, however, run on the rail line. Two private terminals receive freight in the Charlottesville area: the University of Virginia receives coal; Better Living receives building material.

A team track loading facility is presently located at the existing Norfolk-Southern Railroad Station adjacent to West Main Street. The platform, although used infrequently, provides a facility to unload industrial and farm equipment from railroad cars to other vehicles. When the proposed multi-modal station is constructed, the team track loading platform will need to be relocated.

Rail access is an important component of the County's overall transportation system, and it is important to maintain the railway system as a complement and supplement to other transportation modes. Rail access can also be important to industrial activities.

Should usage of rail lines be abandoned, efforts should be made to maintain the lines for future rail use. Interim uses, such as trail use, may also be appropriate. These rights-of-way would be different and costly to re-establish if needed again the future. Their availability in the long term may prove beneficial to the County and to adjacent communities.

Grade-separated crossings, whether underpasses or overpasses, are generally the responsibility of the railroad involved. Several existing railroad bridges and underpasses are of substandard design or condition, create impediments to free traffic flow, and may present safety problems.

### **Recommendations**

- The Charlottesville-Albemarle Airport Master Plan of August 18, 2004 is recognized as a guide for the development Charlottesville-Albemarle Airport. Continue to recognize the Airport Authority as responsible for the management, planning, and expansion of the Charlottesville-Albemarle Airport facilities. The County and the Airport Authority should coordinate long-term land use and development plans for the airport area.
- Continue to implement improvements to railroad crossings and bridges through the six year road planning process or other necessary means.
- Maintain existing rail passenger service and pursue enhanced service for the Charlottesville/Albemarle Community. Monitor all potential railroad abandonment efforts to determine the impact on the County and region. If abandonment takes place, evaluate possible alternative uses such as a linear park with pedestrian, equestrian or bicycle trails.
- Maintain support of the funding of the TransDominion Express and support that it be seriously

considered as a multi-modal means to address congestion on Route 29.

## ATTACHMENT 8

**SP-2007-008. Camp Watermarks Amendment (Sign # 47). PROPOSED:** Amend existing Special Use Permit to allow maximum 75 campers, 20 staff, 20 x 40 accessory building, one additional cabin, and weekly food delivery. LOCATION: 1145 James River Drive, west of Route 726 and Hatton Ferry Road. TAX MAP/PARCEL: TM 136, Parcels 6B, 9, 9A2, 9D, 9D1, 9E. MAGISTERIAL DISTRICT: Scottsville.

1. The improvements, and the scale and location of the improvements authorized by Special Use Permit 2007-08 Camp Watermarks, shall be in general accord with the concept application plan dated May 29, 2007, prepared by Angela and Travis Critzer, and titled "Watermarks Christian Ministries Camp" (Attachment A-on file). However, the Zoning Administrator may approve revisions to the concept application plan to allow compliance with the Zoning Ordinance;
2. Prior to issuance of the zoning compliance clearance, compliance with the Virginia State Department of Health (VDH) regarding minimum septic requirements shall be required. The VDH shall re-review the status of septic standards within one year of the date of the approval of the special use permit. At that time, and if necessary, systems shall be upgraded or enrolment reduced based on VDH recommendations;
3. Prior to issuance of the zoning compliance clearance, compliance with the VDH regarding kitchen and food service approvals shall be verified;
4. Total number of staff (in addition to the applicant and their family) on site at one (1) time shall be limited to twenty (20);
5. Camp sessions shall be limited to a maximum of sixteen (16), each one (1) week long, overnight sessions per year;
6. The maximum number of children per session shall be limited to seventy five (75).
7. The maximum number of bus or van trips (round trips) to and from the camp, each week long session shall be six (6). Bus or van trips shall be the primary means of transportation for the children;
8. Five (5) truck delivers shall be allowed per week;
9. Camp activities are permitted on Tax Map 136, Parcels 6B, 9, 9A2, 9D, 9D1, 9E;
10. Outdoor amplified sounds or bull horns shall be prohibited;
11. Compliance with the VDH regarding water supply shall be verified by the Health Department prior to issuance of a zoning compliance clearing and the commencement of the special use. The VDH shall re-review the status of water standards within one (1) year of the date of the approval of the special use permit. At that time, and if necessary, systems shall be upgraded or enrolment reduced based on VDH recommendations; and
12. This special use permit does not include approval for additional lighting subject to Chapter 18, Section 4.17 of the Zoning Ordinance.

**SP-2007-0017. Luxor Commercial Vet Office Expansion (Sign #8).** **PROPOSED:** Extension of time allowed to establish Special Use Permit. LOCATION: The 1.377 acre property is located on the north side of Route 250 (Richmond Road) and east of Rolkin Road, between Montessori School and Aunt Sarah's Restaurant. TAX MAP/PARCEL: Tax Map 78, Parcel 55D. MAGISTERIAL DISTRICT: Rivanna.

1. A separate entrance and exit shall be provided for the clinic in accordance with Section d;
2. No outdoor exercise area shall be permitted;
3. The veterinary clinic be identified as located in building and;
4. Architectural Review Board issuance of a Certificate of Appropriateness;
5. Special Use Permit 2007-017 shall be valid eighteen (18) months from its date of approval.