

Neighborhood Four

Location

Neighborhood Four is bounded on the east by Route 20, Route 53 and the eastern portion of the Blue Ridge Hospital property, on the south by a stream tributary to Biscuit Run approximately 2,000 feet south of the intersection of Avon Street and Route 20, on the west by Biscuit Run and on the north by Moores Creek. Neighborhood Four also includes an adjacent area which is bounded by the City's corporate limits, the Rivanna River, and Interstate 64. This includes the Woolen Mills and the Moores Creek Wastewater Treatment Plant.

Existing Land Use

Residential- Neighborhood Four contains an estimated 966 dwelling units and a population of 2,471 people. Sixty-seven percent (653) of the housing units in the Neighborhood are single-family attached; twenty-one percent (202) of the housing units are either townhouses, single family attached or duplexes; eleven percent (104) are multi-family; and less than one percent (7) of the housing units are mobile homes (July, 1996). Major residential areas include Mill Creek, Mill Creek South, Lake Reynovia, Willow Lake and Lakeside.

Commercial and Office/Warehousing- The retail and office/warehouse developments that exist in the Neighborhood are primarily located along Route 631 (Avon Street) and include the Astec Offices (50,451 square feet); Avon Business Park (47,040 square feet); Charlottesville Self Storage-Student Services (72,000 square feet); Leibig Inc. (6,681 square feet warehouse/1,965 square feet office); and Carolina Builders (30,000 warehouse/4,040 retail).

Industrial- There are a number of industrial uses in the Neighborhood including Shenandoah's Pride (Avon Street-13,434 square feet); Isotemp Research (2 buildings-23,250 square feet); Data Visible (51,564 square feet); and Brunk Mechanical (16,362 square feet). Most of the industrial uses in the Neighborhood are located on Broadway Street near the Woolen Mill area.

Other Land Uses- The neighborhood presently contains the Piedmont Virginia Community College (PVCC); the Blue Ridge Hospital Complex; Tandem School; the Regional Joint Security Complex; the National Guard Armory; and the Thomas Jefferson Visitor's Center. Monticello and Ash Lawn are located east of Neighborhood Four.

Environmental Characteristics

The major portion of the area forms three separate watersheds, one draining into Biscuit Run, and two smaller ones draining into Moores Creek. The area from Lake Reynovia to the south forms the eastern half of the Biscuit Run drainage basin. The two areas north of this point, on either side

of Avon Street Extended, flow directly into Moores Creek. Some steep slopes exist on both sides of Interstate 64 and along the eastern boundary. Floodplains exist along Moores Creek and Biscuit Run.

Public Water and Sewer

Water capacity to most of the Neighborhood was improved with the construction of the 20" Southern Urban Transmission Main and the Avon Street water tank. However, water lines will need to be extended and additional storage will be necessary 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

~~Avon Street Extended has limited roadway capacity to handle any additional development. East-west access is virtually non-existent in the Neighborhood, however, a roadway interconnection of Route 20 and Avon Street Extended is to be built in conjunction with construction of Monticello High School. *The principle roads serving Neighborhood 4 are Route 20, Route 742 and Avon Street. Route 53 is also located within this Neighborhood. An East-West access between Rt. 20 and Avon Street Extended was built in conjunction with construction of Monticello High School.* Route 20 and Route 53 are currently classified by VDOT as "tolerable" based on road design and existing traffic. VDOT's long range plans include horizontal and vertical curvature improvements of Route 20 which may require some realignment. Route 53 provides access to is the immediate approach to Monticello *and has been improved to a parkway design up to the entrance to Monticello.* Plans are in the works, and funds have been obtained, to construct a parkway to Monticello along the existing Route 53 alignment. The parkway will include a walking trail and a bicycle facility that connects the Visitor's Center on Route 20 to Monticello. There are no notable walkways or bicycle facilities currently in the area. A park and ride facility is located on Avon Street at the City Public Works Yard.~~

Public Facilities

The Regional Joint Security Complex, the Moores Creek Treatment Plant, Cale Elementary and the new Monticello High School are located in this Neighborhood. Park service and police response times are adequate to this area. However, there is a need to improve other public facilities in the area. A joint fire and rescue station is needed in the area to reduce response times. This need will continue to increase with the construction of the new high school as well as continued residential development. Library service is also lacking in this area and a branch needs to be built to serve this area.

Recommendations

- Provide a buffer between any new residential development in the Neighborhood Density designated areas and Route 20.
- The old landfill site on Avon Street may be unsuitable for development due to its past use. Any development proposals of this site should clearly address this concern. (Noted as See Text on Land Use Map).
- Construct a greenway along the Rivanna River, Biscuit Run and Moores Creek. This provides an opportunity for passive recreation in the Urban Area. Develop the greenways to meet the recreation and conservation needs of the residents in Neighborhood Four, as well as the remainder of the County.
- Transportation improvements include:
 - Consider the recommendations of the Southern Charlottesville Transportation Study for this Neighborhood.
 - ~~Provide bicycle facilities and walkways in conjunction with the construction of the Avon Street Extended-Route 20 connector road.~~
 - ~~Roadway interconnection of Avon Street Extended and Fifth Street, which would provide access to Interstate 64 and improve traffic circulation within the Neighborhood. The new roadway between Avon Street and Fifth Street will be offset from the roadway connecting Avon Street and Route 20.~~
 - ~~Develop more detailed conceptual corridor access plans for Route 20 and Route 53. This will better coordinate land access needs and allow for a more efficient and economically managed corridor.~~
 - ***Construct bicycle and walkway facilities*** Due to increased development in this area, including the construction of the new Monticello High School, upgrade Avon Street Extended and Route 20 and construct bicycle facilities and walkways in conjunction with these upgrades. Determine the right-of-way requirements for these road upgrades and obtain and/or reserve right-of-ways as necessary.
 - Expand bus service to PVCC to include evening service. ***Evaluate the need for transit service to other portions of the Neighborhood as the area continues to develop***
 - ***Construct the extension of the Southern Parkway to connect to Fifth Street.***
 - ***Construct east-west connector from Avon Street to Fifth Street north of I-64. This should be constructed with the development of this area.***
 - ***Widen and improve the alignment of Route 20 from the existing four lane***

segment to Mill Creek Drive. Develop functional plans for Route 20 from Mill Creek Drive to the edge of the Development Area boundary to determine necessary improvements.

- Public Facility Improvements include:
 - Locate a joint fire/rescue station in or near Neighborhood Four to reduce response times and increase fire fighting and rescue capabilities. The location of a fire/rescue station at the Monticello High School site has been determined to be consistent with the Comprehensive Plan.
 - Locate a library branch in or near Neighborhood Four.
- Utility Improvements include:
 - Participate with the City to construct the eastern branch of the southern water loop. This loop will link the Avon Street and Pantops Mountain Water tanks and improve water distribution in the Neighborhood. Build another smaller water tank on Avon Street to increase flow to Neighborhoods 4 & 5.
 - 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.
- Consider the recommendations of the City/County/University Planning and Coordination Council’s Blue Ridge Neighborhood “Area B Study.”
 - Adhere to the Master Land Utilization Plan for new development or redevelopment of the Blue Ridge Hospital tract that was adopted as part of the Blue Ridge Area B Study. This master plan addresses typical uses allowed on the property, building location, building heights, transportation issues, and protection of environmental and historic resources. This property is owned by the State and is not governed by Albemarle County. However, this Plan is generally consistent with Albemarle County regulations.
 - Adhere to the Master Plan for the PVCC campus for new development or, redevelopment of the campus that was adopted as part of the Blue Ridge Neighborhood Area B Study. This master plan ensures development occurs in a manner that is sensitive to Route 20, Interstate 64 and Monticello. This property is also owned by the State.
- New development and redevelopment along Route 20 and Avon Street Extended should be designed in a manner that is sensitive to its location within the

Monticello viewshed and designation as Entrance Corridor Roadways. Consider the following volunteer design guidelines when reviewing development proposals:

- Lighting of ballfields, parking and new buildings should be direct, that is, not produce a halo effect.
 - Provide darker color roof treatments and earth tone building colors.
 - Encourage screening and buffeting of buildings to soften the visual impact from Monticello.
 - Break up parking areas through the location of medians and planters.
- Maintain or establish a buffer along Interstate 64 to protect the visual quality and character of the area as seen from the roadway.

Fifth Street/Avon Street Mixed Use

**Amendment to the Neighborhood 4 Profile adopted 9/8/2004,
(CPA 2003-02 Fifth Street/Avon Street Community Service/Mixed Use)**

[Note: The following language is added to the Neighborhood Four Profile, page 59, Land Use Plan, in the Comprehensive Plan.]

The area located south of the Willoughby residential development and north of Interstate 64 between Fifth Street Extended and Avon Street Extended, accessed via Bent Creek Road, is designated for Community Service/Mixed Use development. It is intended to fulfill a “town center” role by providing a commercial and employment focal point within Neighborhoods 4 and 5. Neighborhood Model principles recognize that this area, on a macro-level, is located in the center of existing residential neighborhoods as well as planned future residential development areas. Neighborhoods 4 and 5 comprise many of the characteristics of the Neighborhood Model, with the exception that this area currently does not have a “commercial center”. When developed, it should provide primarily retail and employment opportunities without precluding a range of uses that may include but is not limited to commercial, professional office/industrial/light industrial, residential, live/work, open space and parkland, public amenities and spaces appropriate for such a commercial center. Compatibility with the scale and character of adjacent and nearby City and County neighborhoods should be maintained. Because of its location between three entrance corridors, at the confluence of Biscuit Run and Moore’s Creek, this site is of high aesthetic and environmental sensitivity and importance.

Environmental Protection

- A. *Several acres of elevated land located at the western edge of Tax Map 76M1, Parcel 2B, fronting the former Grand Piano and the former University Corporate Research Park access roads and extending north and south from the Bent Creek bridge along these*

roads contain woodland features considered to be natural features with significance to both the site and area. Existing vegetation, especially exemplary specimen or old growth trees, should be preserved on this tract to the extent feasible. Rock formations sloping down to the existing roads should be preserved to the extent feasible. The natural features described in this paragraph should be preserved as a visual buffer from Fifth Street Extended and be emphasized in site design.

- B. Bluffs and riparian forest along the existing Grand Piano access road/Moore's Creek corridor should be protected to minimize adverse impacts to the creek from major grading activity. Low-intensity design should be used to help accomplish this protection.*
- C. To the greatest extent possible, streams and stream buffers should be retained and enhanced in conjunction with the development of the property. Emphasis should be placed on natural stream channel improvements, such as landscape stabilization and bioengineering enhancements, to the degraded portions of the existing Moore's Creek tributary. Where streams are to be disturbed, site development must assure that downstream properties and habitat are protected through implementation of measures for water quality and quantity. If crossing and/or filling of the small tributary to the east of the existing warehouse is essential to development of the parcel, innovative water*

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protection management measures should be incorporated into the development.

- D. A greenway along Biscuit Run and Moore's Creek as recommended in the Comprehensive Plan Greenway Plan should be established. Greenway trails should be constructed and dedicated at the time of site development.*
- E. The existing vegetated buffer adjacent to the I-64 corridor should be preserved and enhanced where feasible. In addition to its screening function, this green buffer is an important aesthetic and natural resource that contributes to the appearance of the corridor.*
- F. The floodplain area northeast of the confluence of Biscuit Run and Moore's Creek should become public open space for a natural area or multi-purpose field or other low-impact outdoor use.*
- G. Development of the property should incorporate principles of low impact development and sustainable design to support and enhance water protection efforts. Impervious area should be minimized through a site concept that emphasizes complementary uses, shared parking, and protection of critical resources. In particular, green roof technology should be considered as an appropriate and effective technology for managing stormwater on this site.*

Transportation

- H. The City of Charlottesville, County of Albemarle, Virginia Department of Transportation, affected property owners, and interested stakeholders should work together to develop an integrated transportation system to serve the site. As a part of the integrated system, traffic signal timing and coordination should be improved and*

alternative transportation solutions such as Transportation Demand Management may be necessary. Phasing of development should take place so that transportation improvements are concurrent with transportation needs generated by the development.

- I. *The integrated transportation system should include the necessary improvements, including roadway improvements, pedestrian and bicycle facilities and site design, to accommodate mass transportation in an area encompassing the following streets and intersections: (a) Fifth Street Extended and the Bent Creek Road (linked by a connector road); (b) Avon Street Extended and the connector road; (c) intersections with the connector road within the subject property; and (d) the connector road.*
- J. *Concurrent with development of the site, a connection from Fifth Street Extended to Avon Street Extended via the Bent Creek Bridge should be constructed (the Alternative 'D' recommended by the Southern Cities report). This connection may incorporate one or more new roads as well as the existing bridge and former Grand Piano warehouse access road. This connector road should not be regarded as a replacement or substitute for the Southern Connector and, as such, should be viewed as one element of the City/County/VDOT regional transportation network. The road should be designed for speeds of 35 miles per hour and provide improved inter-neighborhood access within the Southern Urban Development Areas.*

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- K. *The former warehouse access road should become a parkway along Moore's Creek, but should not be designed as a major thoroughfare. The road need not be improved with curbing, but should, to the extent feasible, be confined mainly to the existing travelway and disturbed area. To avoid additional disturbance to this stream buffer, sidewalks should not be required on this road. The greenway along Moore's Creek is recommended as a pedestrian alternative.*
- L. *One of the new roads on the site should be designed as a main commercial street traversing the town center into this portion of the site. The road should have curbing, sidewalks, street trees, and other Neighborhood Model elements. To accommodate service traffic primarily, a second new road segment should be considered at the southern portion of the site.*
- M. *The intersection of existing and new roads with the Bent Creek Bridge should be designed to avoid or minimize disturbance to the one hundred year flood plain, stream buffer, and the preserved area located above and to the east of it.*
- N. *Where considered important to the Willoughby residents, construction of a pedestrian bridge should be considered between the south side of Moore's Creek and the Willoughby residential property.*

Land Use

- O. *Development within this area should achieve moderate to high levels of density inasmuch as (a) the existing and planned transportation network, utility, and other public infrastructure as the capacity to support such development and (b) there is no*

remaining undeveloped land of significant area within Neighborhoods 4 and 5 that can meet the Comprehensive Plan's Regional Service development criteria. The continuation of employment opportunities is significant and valuable in this location, particularly in the eastern portion of the site but also throughout the town center area. The existing Light Industrial use opportunities available under the current zoning may be used to support and encourage development of flex space and/or other employment-oriented uses along Avon Street Extended.

- P. *Development on the site may balance retail with employment-based uses and other land uses.*
- Q. *Residential, live/work and/or small professional office uses are recommended along the bluff at the northern edge of the town center area. These uses should be sited to minimize disturbance to the natural features described under Environmental Protection (above). It may be appropriate for such uses to occur as infill opportunities, after the commercial and retail uses have been established.*
- R. *The western commercial area is intended to be a compact, high density area which mixes retail businesses, services, public facilities and civic spaces. Large footprint retail of a regional nature may be appropriate in the western portion of the area. Specifically, the buildings should be oriented to major roads; designed, sized and massed with consideration for adjacent and nearby smaller uses in the Center and on the larger site; and parking should be relegated to the greatest extent possible.*
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- S. *The architecture, urban design and landscape treatment of the property should be carefully integrated to ensure that the visual interest, massing, scale and organization of the development contributes to the role of the site as a town center and commercial focal point for the Southern Urban Area. The town center area should provide a functional, attractive and distinct destination for shoppers, visitors, employees, and residents of the larger neighborhood with particular emphasis on pedestrian convenience. Architectural and landscape design guidelines should be prepared to address:*

- a. *The integration of building facades and rooflines;*
- b. *Architectural massing and form of individual buildings;*
- c. *Architectural materials and color;*
- d. *Design of parking areas;*
- e. *Design/landscape treatment of streets and interior travelways, pedestrian, bicycle and vehicular, including traffic calming;*
- f. *Buffers and screening in areas impacted by critical sight lines;*
- g. *Enhancements to preservation areas and open spaces and improvements to planned public civic and greenway areas;*
- h. *Street lighting, signage and hardscape features;*
- i. *Recreational and civic improvements.*

In acknowledgment of the size of the developable area, as well as environmental and aesthetic considerations, a mid-sized big box model is recommended for this site. Development of "super-sized" big boxes is not appropriate due to the site's relatively high exposure to three Entrance Corridors, immersed location within older neighborhoods with established character and scale, and the desire to mix and balance uses on the site and create a bona fide town center. As a base guideline for maximum

building footprints (excluding garden centers, outside sales and display, awnings, storage areas and grocery stores), the largest single big box footprint should not exceed 150,000 square feet. For the purpose of this definition, a grocery store is not considered to be a big box. Buildings of increased footprint may be considered, subject to demonstration by the applicant that the environmental impact of such increased footprint can be offset by (a) design that is sensitive to architectural massing and quality, (b) building that complements the setting of the larger project, (c) parking and traffic accommodation that complements building form, pedestrian access, and building siting, (d) environmental design that enhances existing natural conditions within areas to be conserved, and (e) a commitment to a project phasing plan that ensures that a mix of retail uses of varying size and scale will be developed concomitantly with the expanded big box use.

- T. *Maximum total square footage of big-box structures defined as those having a greater than 75,000 square foot footprint (excluding garden centers, outside sales and display, awnings, storage areas, and grocery stores) is 300,000 square feet. For the purpose of this definition, a grocery store is not considered to be a big box. If the big-box structures are developed in a two-story or greater configuration, this limitation may be adjusted upward.*
- U. *Preference will be given to rezoning proposals that maximize the range and mixture of uses, along with a phasing plan that assures a mixture of uses and addresses all parts of the site during the development of the project.*

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Public Space and Public Facilities/Amenities

- V. *Provision should be made on the site for transit service and a park and ride facility.*
- W. *At least ten percent of the gross site acreage should be devoted to amenities and 15 percent should be preserved or created as green space. Public amenities can be paved areas, such as plazas, courtyards or patios, landscaped areas such as parks or water features and/or natural areas left largely in their undisturbed state. Preserved areas should count toward both amenity and green space percentages.*

MAP D: URBAN NEIGHBORHOODS 4 & 5

