

# Neighborhood Five

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## 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 Moores Creek.

## Existing Land Use

**Residential** - Neighborhood Five contains an estimated 949 dwelling units and a population of 2,341 people. Nineteen percent (181) of the housing units in the Neighborhood are single-family attached; eleven percent (110) of the housing units are either townhouses, single family attached or duplexes; twenty seven percent (253) are multi-family; and forty three percent (405) of the housing units are mobile homes (July, 1996). Major residential developments include Redfields, Southwood Mobile Home Park, Mountainside, Country Greene Apartments, Sherwood Manor and Commons, and Oak Hill Subdivision.

**Commercial and Office** - Jefferson National Bank's Operational Headquarters (118,980 square feet) and Virginia Power's Headquarters (38,300 square feet) are located in this Neighborhood. A large hotel is also located this Neighborhood.

**Other Land Uses** - The UVA polo grounds and Covenant School (located at the old Mountainwood Rehabilitation Center) 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 Moores Creek.

## Public Water and Sewer

Water capacity to most of the Neighborhood was improved with the construction of 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

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 ~~Avenue Boulevard~~ has provided for a major development corridor. The portion of Route 631 (Old Lynchburg Road) south of Sunset ~~Avenue 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.
- 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 I64/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 Moores 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.

- ~~Roadway interconnection of Avon Street Extended and Fifth Street, which would provide access to Interstate 64 and traffic circulation within the Neighborhood.~~
- Alignment improvements to of Old Lynchburg Road from the existing four-lane section ~~Sunset Avenue~~ to the southern portion of the Neighborhood. Construct bicycle facilities and walkways in conjunction with this upgrade.
- **Improve alignment and cross-section of** Old Lynchburg Road/Sunset Avenue. ~~intersection needs to be redesigned as a “T” intersection.~~
- Consider the following improvements for the Interstate 64 and Fifth Street interchange: ~~installation and coordination of new traffic signals at the interchange~~ 1 ) widening of both off ramps to two lanes; 2) adding a third lane south bound on Fifth Street; 3) and adding separate right turn lanes north bound and south bound beginning at the ramps.
- **Provide transit to the County Office Building at Fifth Street.** Evaluate the need for transit service to **other portions of** the Neighborhood as the area continues to develop.
- 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 for the Jefferson Park Avenue/Fontaine Avenue “Area B” Study Area.
- 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.