



COUNTY OF ALBEMARLE  
Department of Community Development  
MEMORANDUM

TO: Sean Dougherty – Senior Planner  
FROM: Jack M. Kelsey, PE – County Engineer  
DATE: 15 June 2005  
SUBJECT: Belvedere ZMA 2004-00007

The revised Application Plan and Code of Development, dated 15 May 2005, have been reviewed against my previous comments and the issues discussed in our 25 April meeting with the applicant. The majority of the comments and issues were addressed, with the exception of the outstanding items described below.

**Table 6 - Street Design Criteria Table (pg. 18):**

Belvedere Blvd. Between Roundabout #1 and Road d:

- “Bike Lanes” – the subscript (2) in this cell appears obsolete, please delete it.
- “On-Street Parking” – please change “Y Inbound Only” to “N”. In final design this portion of the Boulevard will be a transition zone for the roundabout. On-street parking will not be permitted within this zone.

Belvedere Blvd. Road e to Road d:

- “ROW Width” – please change “46 ft.” to “58 ft.”  
In our April 25<sup>th</sup> meeting we discussed the inadequacy of the current right-of-way (44.45 feet) to provide the minimum street section (including bike lanes, planting strip and sidewalks on both sides) expected by the County. The applicant was to address, in the rezoning documents, their recommendations for how the provision of this minimum section would be assured in the future. This issue has not been addressed in this revision.
- “Exhibit 11 Cross Section” – delete the reference to section “2”. This particular cross section has not been illustrated.

Belvedere Blvd. @ Village Green Wastside:

- “Street Name” – please change “Wastside” to “Westside”

I,H(East of Bel. Blvd),K,P:

- “On-Street Parking” – On-street parking (one side only) may be permitted only along portions of these streets that are adjacent to parks and/or open space. Please clarify this either within this cell or by referencing and adding a footnote to the table.

E,F,G,H,i,K,L,M,N,O,Q,S:

- “Street Name” – please change the lowercase “i” to an uppercase “I”.

a,b,c,d,e,f,g,h,i,j,k,l,m,n,p,s,t,u,v,w:

- “Street Name” – please change the uppercase “I” to lowercase “i”.

Table Footnote “\*”

- The footnote is referenced in the “Min. Sidewalk Width” cell to specify that multi-purpose trails will be 8 feet wide. However, the Code of Development provides that the multi-use paved trail between Rio Road the Belvedere community will be 10 feet wide. Please clarify the table and/or the footnote.

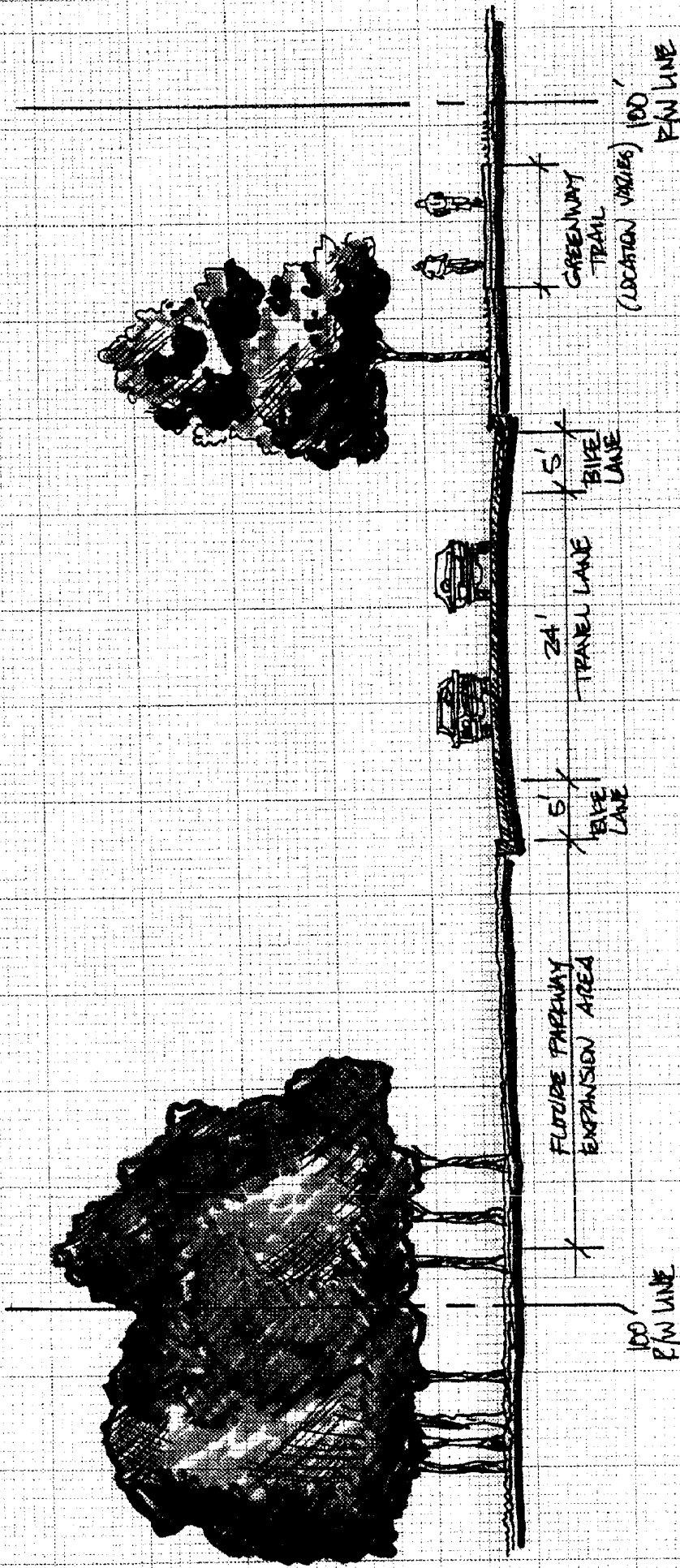
**Belvedere Boulevard - Meadow Creek Parkway/Free State Connector:**

The street cross section for Belvedere Boulevard between Rio Road and Roundabout #1 has been revised in both Table and in Exhibit 11-Detail #1 to match the cross section for the Phase 1 - Meadow Creek Parkway. A 100 foot right-of-way reservation is also being provided in the plan and proffers in the event the cross section needs to be widened. However, in our April 25<sup>th</sup> meeting we requested that the road improvements and the multi-use trail be shifted to the east side of the 100 right-of-way reservation. In this manner a greenway would be created along the railroad right-of-way that will remain for public benefit if future expansion of the parkway section is not needed (see attached sketch). This shift in the improvements was not illustrated in Exhibit 11-Detail #1 or in the street plan view provided in Exhibit 13.

**Connection Between Southern Tract (Blocks 1&2) and Northern Tract (Blocks 3-10):**

In the April 25<sup>th</sup> meeting it was identified that the narrow strip of land connecting the two primary tracts complicates the provision of public access (vehicular, bicycle and pedestrian). It was also discussed that the fates of the Meadow Creek Parkway (or Free State Connector) and the existing Free State Road bridge are not known. The future of additional adjacent parcels joining or jointly cooperating with this development are also unknown. As such, it is very difficult to determine how all the alignments and connections may be accommodated within the area of Roundabout #1.

Based on the April 25<sup>th</sup> meeting the applicant was going to address how flexibility would be built into the Application Plan and Code of Development for this specific area in order to facilitate resolution of these unknowns. However, this issue has not been addressed in this revision.



SKETCH OF BELVEDERE BOULEVARD  
FROM RIO ROAD TO ROUNDABOUT #1