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| <b>Project Reference No.</b><br><br><p style="text-align: center;"><b>21</b></p>   | <b>Project Title:</b><br><br><p style="text-align: center;">North Pointe: Construct Street System</p> |   |
| <b>Project Description:</b><br>This street network will provide a parallel road network on the east side of US 29 from Proffit Road to Northwest Passage Road. The main road through the proposed development will serve as a parallel route to US 29. The roads in North Pointe need to be in place when additional development north of Hollymead Town Center brings additional traffic. |   |   |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>Costs expected to be paid for by property owner, developer.                 | <b>Responsible Parties:</b><br>Property owner/developer |
| <b>Issues to Be Addressed:</b>   |   |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>■ Timing set in proffers; construction is dependent on private development decisions.</li> </ul>   |   |   |
| <b>Comments/Notes:</b>   |   |   |
| <b>Included in Planning/Budget Document:</b> No.   |   |   |



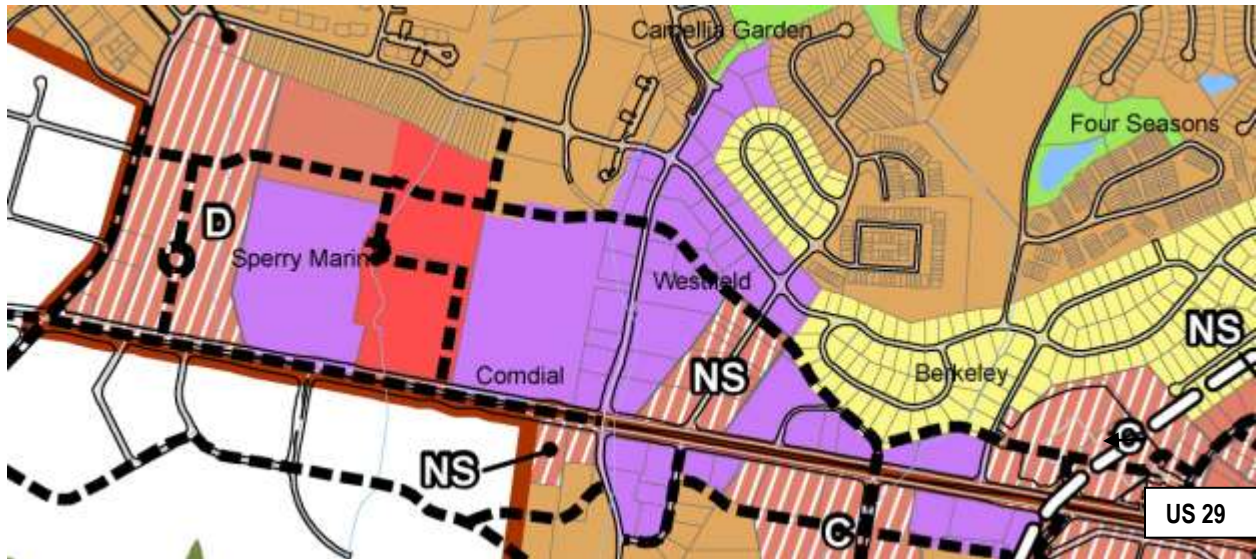
21. This portion of the Future Land Use Map shows the network of streets that is planned to serve the North Pointe Development. US 29 runs horizontally toward the top of the map, the North Pointe streets are below US 29.

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| <b>Project Reference No.</b><br><br><b>22</b>  | <b>Project Title:</b><br><br>University of Virginia Research Park: Construct Street System |   |
| <b>Project Description:</b><br>The street network within the Research Park will provide a parallel road network on the west side of US 29, including Lewis & Clark Drive. The University Foundation has agreed, as part of the rezoning on the property, to extend Lewis & Clark Drive from US 29 to Airport Road. |  |   |
| <b>Timing:</b> Throughout the 20-year implementation timeframe   | <b>Estimated Cost:</b><br>Costs expected to be paid for by the property owner              | <b>Responsible Parties:</b><br>Property owner |
| <b>Issues to Be Addressed:</b>   |  |   |
| <b>Milestones:</b><br>■ Timing set in proffers   |  |   |
| <b>Comments/Notes:</b>   |  |   |
| Included in Planning/Budget Document: No.  |  |   |



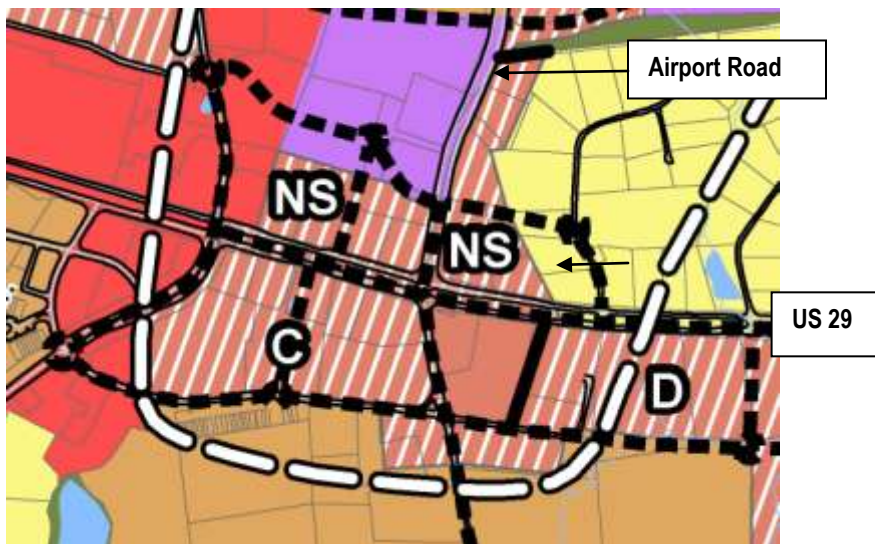
22. This portion of the Future Land Use Map shows Lewis & Clark Drive from Airport Road to US 29, as well as other streets in the University of Virginia Research Park. North is to the right, US 29 stretches from left to right at the bottom of the map, and Airport Road is on the left side inside the white dashed line.

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| <b>Project Reference No.</b><br><br><b>23</b>   | <b>Project Title:</b><br>Construct Cedar Hill Drive Extended from Fourth St. to Berkmar Drive  |  |
| <b>Project Description:</b><br>This road will extend parallel connectivity on the west side of US 29 along a commercial street in lieu of using Commonwealth Drive, which is residential. It will also provide interparcel access that will allow for driveway consolidation along US 29. The stretch along Premier Circle will include the realignment of Premier Circle and will be designed to address adjacent homeowners' concerns. Construction of this segment will be triggered by the redevelopment of parcels now occupied by motels.<br><br>Cedar Hill Drive will be constructed in three segments, beginning at the southern end (Fourth St.). The most southerly segment in the County, before the three listed here, is part of the Albemarle Place development (from Hydraulic to Fourth St.) the remaining segments are: <ul style="list-style-type: none"> <li>▪ Fourth Street to Greenbrier Drive</li> <li>▪ Greenbrier Drive to Shopper's World (Dominion Drive)</li> <li>▪ Dominion Drive to Berkmar Drive</li> </ul> |  |  |
| <b>Timing:</b><br>Throughout 20-year implementation timeframe, largely development-dependent  | <b>Estimated Cost:</b><br>1 <sup>st</sup> segment: \$1,475,000<br>2 <sup>nd</sup> segment: \$2,650,000<br>3 <sup>rd</sup> segment: <u>\$900,000</u><br>TOTAL: 5,025,000<br>ROW (est.): \$2,909,000 | <b>Responsible Parties:</b><br>Property owner/County |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Portion(s) of the Fourth St. to Greenbrier Drive segment may have to be constructed by the County if adjacent property does not redevelop.</li> <li>▪ From Greenbrier Drive to Dominion Drive: the road will be constructed in three segments: 1) from Greenbrier to Westfield, 2) from Westfield to Branchlands, and 3) from Branchlands to Dominion Drive.</li> <li>▪ Residents of the Premier Circle neighborhood have expressed concern about proximity to the realigned road. They will need to be included in the design of the road.</li> </ul>  |  |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Construction is largely development-dependent.</li> <li>▪ The segment of Cedar Hill Drive Extended between Greenbrier and Dominion Drive will be part of the redevelopment of motel property at the southern end of Premier Circle.</li> </ul>  |  |  |
| <b>Comments/Notes:</b>  |  |  |
| <b>Included in Planning/Budget Document:</b> No.  |  |  |



23. Cedar Hill Drive runs from the left side of this portion of the Future Land Use Map at Hydraulic Road north through the Albemarle Place development, behind the Comdial building, and continues past the Premier Circle neighborhood to Berkmar Drive in the lower righthand corner. It will serve as a parallel route to US 29 for local traffic.

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| <b>Project Reference No.</b><br><br><b>24</b>  | <b>Project Title:</b><br><b>Construct jug handle road and consolidate access on the east side of US 29 between Timberwood Blvd. and Airport Road</b> |  |
| <b>Project Description:</b><br>The jug-handle roads will be two lane cross sections with a local connection to Worth Crossing. The jug handles and consolidated access on the east side of US 29 will provide alternate routes and left turn/right turn opportunities for traffic in this area. Constructing these improvements will delay the need for the grade separations at Timberwood Blvd. and Airport Road for several years. The design for these improvements may be part of the design of US 29 north of Hollymead Town Center. |  |  |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$2,895,000<br>ROW (est.): \$1,448,000   | <b>Responsible Parties:</b><br>VDOT, property owners |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Design should be part of US 29 north of Hollymead Town Center and will be part of the Small Area Plan for the Airport Road Corridor.</li> <li>▪ Property owners will be asked to dedicate ROW.</li> <li>▪ If property redevelops, owners / developers may be asked to construct part of road.</li> </ul>   |  |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Design and ROW acquisition should begin during first ten years.</li> <li>▪ Construction may not take place until the second ten years due to funding constraints.</li> </ul>   |  |  |
| <b>Comments/Notes:</b>   |  |  |
| Included in Planning/Budget Document: No.  |  |  |

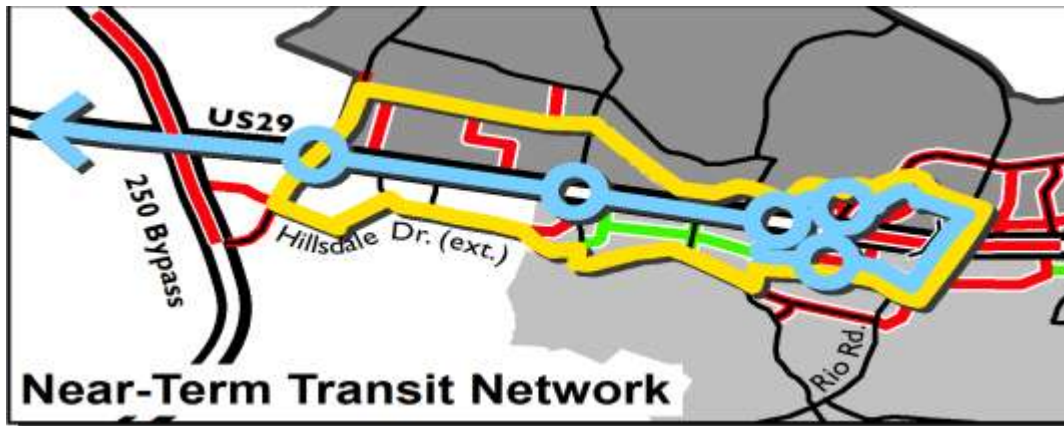


24. This portion of the Future Land Use Map shows the jug handle roads on both sides of US 29 that will be part of the grade separations at Timberwood Blvd. and Airport Road. These jug handles and consolidated access will help defer the need for the grade separations.

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| <b>Project Reference No.</b><br><br><b>25</b>   | <b>Project Title:</b><br><b>Construct jug handle, parallel road, and consolidate access on the west side of US 29 between Timberwood Blvd. and Airport Road</b> |  |
| <b>Project Description:</b><br>The parallel road will be a three-lane cross section between Airport Acres Road South and Timberwood Blvd. The jug handles, parallel road, and consolidated access on the west side of US 29 will provide alternate routes and left turn/right turn opportunities for traffic in this area. Constructing these improvements will delay the need for the grade separations at Timberwood Blvd. and Airport Road for several years. The design for these improvements may be part of the design of US 29 north of Hollymead Town Center. |   |  |
| <b>Timing:</b> First ten years  | <b>Estimated Cost:</b><br>\$3,127,000<br>ROW (est.): \$1,563,000  | <b>Responsible Parties:</b><br>VDOT, property owners |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Design should be part of US 29 north of Hollymead Town Center and will be part of the Small Area Plan for the Airport Road Corridor.</li> <li>▪ Design of jug handles and related improvements will respect the need for clear and direct access to the Charlottesville-Albemarle Airport.</li> <li>▪ Property owners will be asked to dedicate ROW.</li> <li>▪ If property redevelops, owners / developers may be asked to construct part of road.</li> </ul>                                |   |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Design and ROW acquisition should begin during first ten years.</li> <li>▪ Construction may be delayed to second ten years due to funding constraints.</li> </ul>   |   |  |
| <b>Comments/Notes:</b>  |   |  |
| <b>Included in Planning/Budget Document:</b> No.  |   |  |

25. For an illustration of this project, see Project 24.

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| <b>Project Reference No.</b><br><br><b>26</b>  | <b>Project Title:</b><br><br><b>Transit System Expansion &amp; Improvements<br/>A HIGH PRIORITY IMPLEMENTATION PROJECT</b> |   |
| <b>Project Description:</b><br>Implement Priority Transit service in the Charlottesville-Albemarle area from Charlottesville to Midtown [see also <i>Charlottesville-Albemarle Regional Transit Authority Draft Final Report, August 2008</i> , pages 12-13]   |  |   |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$17,000,000   | <b>Responsible Parties:</b><br>City, County, CTS, RTA, and other agencies |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ An RTA or similar organization needs to be established as soon as possible in order to oversee implementation of a City-County operated transit system essential to Places29.</li> <li>▪ Extend local bus service as Centers develop.</li> <li>▪ Coordinate initial Priority Transit service with road improvements and development of Centers throughout the US 29 Corridor.</li> <li>▪ Provide express or Rapid Bus service along US 29, linking the City and eastern Development Area corridor from Charlottesville to US 29 / Rio Road intersection (Midtown area).</li> </ul> |  |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Establish an RTA or a similar organization to develop and manage system.</li> <li>▪ Service should begin as soon as sufficient residential density and employment intensity are present in the area to be served</li> </ul>  |  |   |
| <b>Comments/Notes:</b> The cost for this transit system will depend on the level of local service provided.  |  |   |
| <b>Included in Planning/Budget Document:</b> UnJAM 2035 Constrained Long Range Plan, I-35.   |  |   |



26. This schematic diagram is an example of an initial Bus Rapid Transit (BRT) and circulator system that would serve the southern part of the Places29 area.

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| <b>Project Reference No.</b><br><br><b>27</b>  | <b>Project Title:</b><br><br><b>Bicycle &amp; Pedestrian Network</b> |  |
| <b>Project Description:</b><br>Establish a completely interconnected and integrated pedestrian system, consisting of sidewalks, paths, and/or trails. Also, establish bicycle access throughout the Places29 area in the form of bicycle lanes, trails, and/or safe road conditions within the area.   |  |  |
| <b>Timing:</b> Throughout the 20-year implementation timeframe   | <b>Estimated Cost:</b><br>NA   | <b>Responsible Parties:</b><br>County, VDOT, other agencies, property owners, developers |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Add/upgrade bike lanes and sidewalks as components of all new and expanded public road projects.</li> <li>▪ Correct existing gaps in bicycle and pedestrian facilities and improve existing crosswalks</li> <li>▪ Establish new pedestrian facilities and crosswalks</li> <li>▪ Require construction of bike and pedestrian connections with development projects</li> </ul>   |  |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Facilities that are part of private development projects will be completed as those projects are constructed</li> </ul>  |  |  |
| <b>Comments/Notes:</b><br><br><p><b>Included in Planning/Budget Document:</b> Included in CIP: “Sidewalk Construction Program”—provides annual, ongoing funding for the construction of sidewalks and other pedestrian-related improvements NOT funded in conjunction with road projects or specific neighborhood plans....Annual funding for a general sidewalk construction program also permits a greater flexibility for planning and construction of needed facilities. Costs to maintain the sidewalks are additional operating impacts for this project.</p> <p>Priority sidewalks (not related to road projects):</p> <ul style="list-style-type: none"> <li>- Hydraulic Road (Us 29 to Georgetown Road)</li> <li>- Commonwealth Drive (Greenbrier Drive to Dominion Drive)</li> <li>- Leake Lane/Timberwood Blvd. area</li> <li>- Rio Road, from the Meadow Creek Parkway to Agnese Street</li> <li>- Dominion Drive (US 29 to Commonwealth Drive)</li> </ul> <p>Priority Crosswalks:</p> <ul style="list-style-type: none"> <li>- Rio Road at: Fashion Square Mall, Greenbrier Drive, Berkmar Drive</li> <li>- Hydraulic Road at: Commonwealth Drive, Georgetown Road, Whitewood/Lambs Road</li> <li>- Berkmar Drive at: Woodbrook Road</li> <li>- US 29 (see Project 29)</li> </ul> |  |  |

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| <b>Project Reference No.</b><br><br><b>28</b>  | <b>Project Title:</b><br><br><b>Hollymead to Downtown Trail</b> |  |
| <b>Project Description:</b><br>Create a trail system that extends from the Hollymead Development Area to Downtown Charlottesville, 6 miles of trail and a bridge over the Rivanna. This trail, and possible associated spurs, will provide commuter and recreational opportunities. The linear park and trail system connected with the Meadow Creek Parkway project provides a key segment of this trail. |   |  |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$4,972,000                           | <b>Responsible Parties:</b><br>City, County, VDOT, other agencies, Property owners, developers |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Identify specific route for trail.</li> <li>▪ Design and consider with development proposals.</li> <li>▪ Property owners/Developers may be asked to donate ROW and/or construct segments of the trail.</li> </ul>  |   |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Design/alignment needs to be complete as soon as possible after adoption of the Master Plan in order to obtain dedications of ROW and construction of portions of the trail during development review.</li> </ul>  |   |  |
| <b>Comments/Notes:</b>   |   |  |
| Included in Planning/Budget Document: TIP: N-10.   |   |  |

28. No alignment has been chosen yet for this trail, so there is no illustration.

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| <b>Project Reference No.</b><br><br><b>29</b>   | <b>Project Title:</b><br><br><b>US 29 Pedestrian Crossovers / Crossings</b> |   |
| <b>Project Description:</b><br>At-grade or grade-separated crossings between the City limits (Hydraulic Road) and the Piney Mountain Development Area. Design and construct pedestrian crossings at strategic locations along US 29 between the City limits and Piney Mountain. The greatest need for pedestrian crossings is in the southern portion of the Places29 area between the City limits and Woodbrook Road, and in the Hollymead Town Center area. Pursue possible at-grade crossings initially and ultimately above-grade crossings. (See Project 51 for a long-term pedestrian improvement in the Fashion Square Mall area.) |   |   |
| <b>Timing:</b> First ten years  | <b>Estimated Cost:</b><br>\$1,914,000                                       | <b>Responsible Parties:</b><br>County VDOT, Property owners, developers |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Identify locations for crossings and determine if they are to be at-grade or elevated.</li> <li>▪ Determine order for construction.</li> <li>▪ Design, determine cost of each.</li> <li>▪ Each grade separation will include transit / bicycle / pedestrian crossings.</li> </ul>   |   |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Location identification should begin as soon as Master Plan is adopted.</li> <li>▪ Potential crossing locations should be considered as part of each Small Area Plan.</li> <li>▪ Short-term, interim crossings should be pursued, if feasible.</li> </ul>   |   |   |
| <b>Comments/Notes:</b>  |   |   |
| <b>Included in Planning/Budget Document:</b>  |   |   |

29. Specific locations for these improvements have not yet been identified.

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| <b>Project Reference No.</b><br><br><b>30</b>  | <b>Project Title:</b><br><br>Sutherland Middle School Addition |  |
| <b>Project Description:</b><br>To increase the capacity of Sutherland Middle School from 709 to 789 students, approximately 4,800 square feet will be added to the building. The addition will include four regular classrooms, an in-school suspension (ISS) room, several offices, storage, and a mechanical / electrical room. The existing ISS Room will be renovated into a corridor connection to the addition. Additional operating impacts for this project include custodial, maintenance, and operating expenses and would be an impact on the School Division's operating budget. |  |  |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$2,169,000                          | <b>Responsible Parties:</b><br>Albemarle County Schools Division |
| <b>Issues to Be Addressed:</b>   |  |  |
| <b>Milestones:</b>   |  |  |
| <b>Comments/Notes:</b>   |  |  |
| <b>Included in Planning/Budget Document:</b> Programmed in current CIP: 2017 – 2018. The project's start date was moved back due to the new capacity formula and new enrollment projections.   |  |  |



30. This portion of the Future Land Use Map shows the location of Sutherland Middle School.

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| <b>Project Reference No.</b><br><br><b>31</b>  | <b>Project Title:</b><br><br>Hollymead Elementary School Addition |  |
| <b>Project Description:</b><br>To increase the capacity of Hollymead Elementary School from 488 to 608 students, approximately 17,250 square feet will be added to the building. The additions will include five regular classrooms, one pre-k handicapped room, resource rooms, offices, and faculty workrooms. Required site work includes additional parking spaces, relocating multiple play areas and one mobile classroom. In addition, renovations will be required for a new conference room and health clinic near the administration area. Additional operating impacts for this project include custodial, maintenance, and operating costs and would be an impact within the School division's operating budget. |   |  |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$7,036,000                             | <b>Responsible Parties:</b><br>Albemarle County Schools Division |
| <b>Issues to Be Addressed:</b><br><ul style="list-style-type: none"> <li>▪ Provide necessary field space to meet existing demands and long-term growth needs.</li> </ul>   |   |  |
| <b>Milestones:</b><br><ul style="list-style-type: none"> <li>▪ Site selection and acquisition.</li> <li>▪ Construct in latter part of 10-year period.</li> </ul>   |   |  |
| <b>Comments/Notes:</b><br><b>Included in Planning/Budget Document:</b> Programmed in current CIP: 2017 – 2018. The project's start date was moved back due to the new capacity formula and new enrollment projections.   |   |  |

31. For the location of this improvement, see Project 30.

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| <b>Project Reference No.</b><br><br><b>32</b>  | <b>Project Title:</b><br><br>Recreational Space in the Piney Mountain Area |  |
| <b>Project Description:</b><br>To provide new community level park facilities needed to serve anticipated growth in the Piney Mountain Development Area east of US 29.   |  |  |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$3,250,000                                      | <b>Responsible Parties:</b> Property owners/Developers, County |
| <b>Issues to Be Addressed:</b>   |  |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Identify types and amount of space needed</li> <li>▪ Identify possible locations.</li> <li>▪ Request proffers with new development</li> </ul>                                    |  |  |
| <b>Comments/Notes:</b> the cost estimate is based on the development of necessary sports fields, shelters, and restrooms. (See Project 37 for more details). It is anticipated that developers will provide all or most of these facilities. |  |  |
| <b>Included in Planning/Budget Document:</b>   |  |  |

**32. Since no specific site has been chosen, no illustration is available.**

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| <b>Project Reference No.</b><br><br><b>33</b>  | <b>Project Title:</b><br>Monitor long-term needs for future Fire/Rescue service improvements |  |
| <b>Project Description:</b><br>This represents an on-going process of monitoring emergency and non-emergency call activity to determine whether modifications/improvements to services and/or facilities are needed. |  |  |
| <b>Timing:</b> Throughout 20-year implementation timeframe   | <b>Estimated Cost:</b><br>NA   | <b>Responsible Parties:</b><br>County Dept. of Fire-Rescue and Fire Station chiefs |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Monitor the need to augment service to the area.</li> </ul>  |  |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Evaluate options to address any deficiencies in services once identified.</li> </ul>   |  |  |
| <b>Comments/Notes:</b>   |  |  |
| <b>Included in Planning/Budget Document:</b>   |  |  |

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| <b>Project Reference No.</b><br><br><b>34</b>   | <b>Project Title:</b><br>Police Office for beat officers in Neighborhoods 1 and 2, Hollymead, and Piney Mountain |   |
| <b>Project Description:</b><br>Monitoring the availability of office space for beat officers within the designated service areas (referred to as “beats”). This is an ongoing process.  |  |   |
| <b>Timing:</b> First ten years  | <b>Estimated Cost:</b><br>NA   | <b>Responsible Parties:</b> Albemarle County Policy Dept. |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Ensure police have facilities in the Northern Development Areas per Community Facilities Plan standards. Current space exists.</li> <li>▪ Space is usually provided at County Fire-Rescue Stations</li> </ul> |  |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Monitor for need to upgrade. Facilities are adequate at the time of Master Plan adoption.</li> </ul>  |  |   |
| <b>Comments/Notes:</b>  |  |   |
| <b>Included in Planning/Budget Document:</b>  |  |   |

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| <b>Project Reference No.</b><br><br><b>35</b>   | <b>Project Title:</b><br><br>Northern Albemarle Library Facility |   |
| <b>Project Description:</b><br>The Northern Albemarle Library Facility combines the former New Northside Library and New Library 29N Corridor into one Northern Albemarle Library Facility project. This project proposes constructing 30,000 square feet of library space and 10,000 square feet of bookmobile and systemwide (administrative) space in the northern urban area of the county. Additional operating impacts include additional personnel and building maintenance and operating costs. These additional operating costs would impact the county’s operating budget through an increase in the funding provided to the Jefferson-Madison Regional Library (JMRL). |  |   |
| <b>Timing:</b> First ten years  | <b>Estimated Cost:</b><br>\$16,972,000                           | <b>Responsible Parties:</b><br>Primary: Albemarle County (CIP and operational funds; cash proffers)<br>Secondary: Jefferson-Madison Regional Library (supplemental funding efforts/donations, planning) |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Determine whether the Northside library will continue in its current location (Northside-Albemarle Square) or a new location, with preference for a new location or remain within Neighborhoods 1 or 2. A new facility should be consistent with the Community Facility Plan standards.</li> <li>▪ Determine the need for an additional facility (long-term in the Hollymead area). Consider whether the proffered site in the North Pointe development is available.</li> </ul>  |  |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Develop plan to upgrade/expand (first 5 years).</li> <li>▪ Construction in 6 – 10 year timeframe.</li> </ul>  |  |   |
| <b>Comments/Notes:</b> Leasing of an expanded facility is an alternative to construction of a new facility.   |  |   |
| <b>Included in Planning/Budget Document:</b> CIP recommends funding for this project to begin in FY2014-2015, pending a comprehensive review of library needs.  |  |   |

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| <b>Project Reference No.</b><br><br><b>36</b>  | <b>Project Title:</b><br><br>Recycling Centers |  |
| <b>Project Description:</b><br>The Northern area of the County is being considered as a location for one of several recycling centers to be constructed throughout the County. These centers will serve county residents and, possibly, private haulers who choose to deliver recyclable materials, including plastic, aluminum/steel, and paper. The Rivanna Solid Waste Authority would receive annual fees to manage the sites and transport the recyclables. |  |  |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$350,000            | <b>Responsible Parties:</b> Rivanna Water & Sewer Authority, County General Services, Facilities Development |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Provide locations for one or two recycling centers to serve the Northern Development Areas</li> <li>▪ Central to the Hollymead/Piney Mountain area (first 10 years)</li> <li>▪ Central to Neighborhoods 1 and 2, as needed based on demand (11 – 20 year timeframe)</li> </ul>   |  |  |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Consider recycling recommendations for consistency with Regional Solid Waste Study now underway.</li> </ul>  |  |  |
| <b>Comments/Notes:</b><br><b>Included in Planning/Budget Document:</b> Project recommended for deferral until FY 2012-2013, due in part to the ongoing study of the solid waste management system in the City/County, including recycling services (and also funding). This Recycling Center Recommendation will need to be reevaluated once the Regional Study and its recommendations are complete.  |  |  |

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| <b>Project Reference No.</b><br><br><b>37</b>  | <b>Project Title:</b><br><br><b>New Middle/High School</b>                            |   |
| <b>Project Description:</b><br>Acquire land for projected needs for a new middle and high school in the North 29 Corridor. Approximately 100 acres would be needed to accommodate the two schools and the associated athletic and recreational needs. Site assessment costs for appraisers, engineers, topo survey, and borings are in the FY 2015-2016 CIP and the land purchase costs in FY 2016-2017.   |   |   |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>Site assessment: \$100,000<br>(Does not include land costs) | <b>Responsible Parties:</b> Albemarle County Schools Division |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Monitor the annual <i>Albemarle County Schools Long Range Planning Process</i> to assess the need for additional schools facilities</li> <li>▪ Site selection to begin during the later stages of the 10-year timeframe. When evaluating potential sites, consider buying additional space if necessary to meet parks and recreation needs, particularly additional field space.</li> <li>▪ Construction may need to begin during the later stages of the 11 – 20 year timeframe</li> <li>▪ Places29 area may be the location</li> </ul> |   |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Enrollment projections should be carefully tracked to determine the need for these facilities.</li> </ul>  |   |   |
| <b>Comments/Notes:</b> <ul style="list-style-type: none"> <li>▪ Locating and acquiring a site will be challenging.</li> <li>▪ A long site selection time is needed. Pursue opportunities as they arise.</li> </ul>   |   |   |
| <b>Included in Planning/Budget Document:</b> This project’s start date was moved back to reduce the financial impact on the capital plan, and due to the anticipated need for the improvements.  |   |   |

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| <b>Project Reference No.</b><br><br><b>38</b>  | <b>Project Title:</b><br>Upgrade Seminole Trail Fire/Rescue Station and Rescue Building Facilities |   |
| <b>Project Description:</b><br>Two existing Albemarle County fire-rescue stations, the CARS Berkmar building and the Seminole Trail Fire Station are in need of replacement in the northern urban ring of the County. Both existing buildings have limited sleeping quarters and living spaces for volunteer and career staff. This project provides funding for the construction of a 25,000 square foot replacement fire rescue station combining the two buildings into one facility. |  |   |
| <b>Timing:</b> First ten years   | <b>Estimated Cost:</b><br>\$5,775,000  | <b>Responsible Parties:</b> Albemarle County Dept. of Fire Rescue |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Provide adequate facilities for services</li> </ul>  |  |   |
| <b>Milestones:</b> <ul style="list-style-type: none"> <li>▪ Project development anticipated for FY 2012-2013 and FY 2013-2014.</li> </ul>  |  |   |
| <b>Comments/Notes:</b>   |  |   |
| <b>Included in Planning/Budget Document:</b> CIP   |  |   |

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| <b>Project Reference No.</b><br><br><b>39</b>   | <b>Project Title:</b><br><br><b>Utilities</b> |   |
| <b>Project Description:</b><br>The following are a series of both RWSA and ACSA water and sewer system improvements needed in the Places29 area:  |   |   |
| Sewer Service:  |   |   |
| <ul style="list-style-type: none"> <li>In 2009, the ACSA initiated final design of the North Fork Regional Pump Station Project. This project includes the installation of the Camelot Pump Station and the North Fork Regional Pump Station and their associated force mains. Wastewater generated in the northern area served by the Camelot Wastewater Treatment Facility will be pumped south and flow by gravity to the Moore’s Creek Wastewater Treatment Facility. The pump stations and force mains will be owned and operated by the ACSA. It is anticipated that these facilities will be in operation by June 2011 and the Camelot Wastewater Treatment Facility and North Fork Research Park Pump Station will be abandoned.</li> <li>Additional sewer improvements may be identified upon completion of the ongoing Sewershed Analysis.</li> </ul>   |   |   |
| Water Service:  |   |   |
| <ul style="list-style-type: none"> <li>The RWSA and ACSA are evaluating the implementation of an Airport Pressure Band that would result in the abandonment of the Piney Mountain Storage Tank. This would require replacement and upgrade of the existing water transmission mains in the US 29 corridor north of the Hollymead Town Center to Dickerson Lane.</li> <li>Replace and upgrade water transmission line providing service to the Northern Development Areas. The line and easement should be provided along the alignment of Berkmar Drive Extended.</li> <li>Construct a water tank along the new water transmission line. The desirable location would be at the higher elevations in the Hollymead Community. A potential site includes the ridge line located between the Hollymead Town Center and Airport Road. This is one of the highest elevations in the area. The facility should be a ground level water tank as opposed to a tower facility.</li> </ul> |   |   |
| <b>Timing:</b> Throughout the 20-year implementation timeframe  | <b>Estimated Cost:</b><br>NA                  | <b>Responsible Parties:</b> Rivanna Water & Sewer Authority, Albemarle County Service Authority |
| <b>Issues to Be Addressed:</b><br>■   |   |   |
| <b>Milestones:</b><br>■   |   |   |
| <b>Comments/Notes:</b>  |   |   |
| <b>Included in Planning/Budget Document:</b>  |   |   |