Southern and Western Neighborhoods

Introduction
The Southern and Western Neighborhoods are located adjacent to the City of Charlottesville and adjacent to the grounds at the University of Virginia. They extend south of I-64 and encompass areas along Route 29 South, Fifth Street Extended, Avon Street Extended, and Route 20 South. Along the western border, they are on both sides of the Route 250 Bypass and extend north of Barracks Road almost to Hydraulic Road.

Southern Neighborhood
The Southern Neighborhood 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 along the southern portion of the Biscuit Run site, to the southwest parcel boundary of the Whittington Planned Development District, on the west by the parcel boundary of the Whittington Planned Development District, a ridge line separating the Mosby Mountain subdivision and the Mountain Valley subdivision, the 700 foot contour, Route 29 and the Interstate 64 interchange; and on the north by Moore’s Creek and the City of Charlottesville boundary.

The Southern Neighborhood also includes an adjacent, but not contiguous area 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.

Western Neighborhood
The Western Neighborhood is bounded on the east by the City of Charlottesville limits, the south by Moores Creek and I-64, the west by the South Fork Rivanna River watershed boundary, and the north by the Bennington Woods subdivision just south of Hydraulic Road.
Purpose of Plan
This plan for the Southern and Western Neighborhoods has been developed in conjunction with the community and largely based on the existing land use and transportation plan recommendations. It is a framework plan that briefly describes where and how new residential and nonresidential uses should develop. Further, it makes initial recommendations on the future transportation improvements and capital projects. A more detailed master planning process for these areas is expected to begin approximately four years from adoption of this Master Plan.

The Southern and Western Neighborhoods include areas designated in previous comprehensive plans as neighborhoods 4, 5, 6, and 7. For current land use policy purposes, the four numbered neighborhoods have been combined into the Southern and Western Neighborhood areas. It should be noted that the numbered neighborhood designations will remain for internal statistical measurement purposes.

Planning in the Development Areas
Albemarle County has a longstanding commitment to growth management. Since the adoption of the first Comprehensive Plan in 1971, County policy has been to direct growth into the 11 designated Development Areas. Directing this growth into the Development Areas conserves the balance of the County as Rural Areas and enables the County to protect the agricultural and scenic resources found in those Rural Areas. In 2001, the County adopted the Neighborhood Model which was reaffirmed in 2013 as the preferred form of development. More information on the Neighborhood Model can be found in the Appendix of the Comprehensive Plan.

Regional Planning
Albemarle County has a cooperative planning arrangement with the City of Charlottesville and the University of Virginia (UVA) because of the adjacency of the Southern and Western Neighborhoods to the City and UVA. This joint planning takes place through the Planning & Coordination Council (PACC) which was established in 1986. A three-party agreement established areas where collaborative planning would take place – Areas A, B, and C. The Areas are shown on the map on the following page and are defined as follows:

Area A – All properties now owned by the University of Virginia and its related foundations that are used for educational purposes as designated on the Map.

Area B – Land which lies at the boundaries of the University in either the City or the County, or has otherwise been designated as part of Area B, and on which the activities of any, or all three, of the parties might have a significant effect, as designated on the Map. Development in these areas continues to be guided by the current City and County Comprehensive Plan and the current University of Virginia Grounds Plan.

Area C – All land on the Map not included in Areas A and B

The relationship of Area B properties to the Southern and Western Neighborhoods is shown on the map on the following page. Land use recommendations for lands in Area B are found within this Master Plan.
Areas in purple are Area B
Areas in green are Area A
Red lines indicate Neighborhood Boundaries

Map to be updated with new boundary
Environmental Characteristics

Environmental features are shown on the map on the following page. Streams, slopes, wetlands, and floodplain exist within both neighborhoods. Moore’s Creek acts as the boundary between the City and the Southern Neighborhoods.

Southern Neighborhood
The Southern Neighborhood has two major streams which are Biscuit Run and Moore’s Creek. Floodplains exist along both waterways. Several other perennial streams are present in the Neighborhood on which stream buffers are required. Steep slopes are also found near Biscuit Run, Moore’s Creek and the other perennial streams. Other steep slopes are associated with I-64.

A large portion of the land area within the Southern Neighborhood is forested as seen on the image below. The green colors reflect deciduous and evergreen trees. Wooded areas along I-64 are important aesthetic features for the Entrance Corridors. (Information on the Entrance Corridors may be found in the Comprehensive Plan.) Wooded areas are also important within the viewshed of Monticello. Retention of the wooded areas in Monticello’s viewshed is desirable; however, if this is not possible, replanting of these areas to create a tree canopy is needed.

Landcover Map showing Southern Neighborhood
Source: Albemarle County GIS Web 2013
Western Neighborhood
The Western Neighborhoods share Morey Creek with the City and the headwaters of Meadowcreek with UVA. Designated floodplains exist along both waterways. Only one perennial stream appears in the Neighborhood, although future stream assessments may reveal others.

The most prominent environmental features are the wooded areas and steep slopes on all sides of Lewis Mountain. Other important wooded areas exist along the Route 250 Bypass.

Existing Land Use
Southern Neighborhood

Residential
The Southern Neighborhood contains 3979 dwelling units, and an estimated population of 8700 people. Of these units, 1493 are single-family detached, 574 are single-family attached or townhouses, 1500 are multi-family, and there are 411 mobile homes. The major residential areas are Mill Creek, Mill Creek South, Lake Reynovia, Willow Lake, Lakeside Apartments, Redfields, Southwood Mobile Home Park, Mountainside, Mosby Mountain, Country Greene Apartments, Sherwood Manor and Commons, and Oak Hill Subdivision.

Commercial and Office
Commercial areas are limited in the Southern Neighborhood to a small shopping center at the corner of Mill Creek Drive and Avon Street Extended. Office uses exist on Avon Street Extended and Fifth Street Extended.
**Industrial**
Small industrial uses can be found on Avon Street and Avon Street Extended, in the Woolen Mills neighborhood, in the Mill Creek Industrial Park, and on the west side of Route 20 South.

**Institutional**
The most prominent use in the Southern Neighborhood is institutional. Institutional uses include the Piedmont Virginia Community College, the Tandem School, Monticello High School, the Regional Joint Security Complex, the National Guard Armory, and several churches.

**Western Neighborhood**

**Residential**
The Western Neighborhood contains 2861 dwelling units, and an estimated population of 6265 people. Of those units, 850 are single-family detached, 401 are single-family attached or townhouses, and 1600 are multi-family. There are no mobile homes. The major residential areas are University Heights Apartments, Huntington Village, Ednam Forest, Ednam, Ednam Village, Bellair, Buckingham Circle, Canteryck Hills, Hessian Hills, Queens Charlotte, University Village, Colonnades Retirement Community, Hunting Village, and Ivy Apartments.

**Commercial and Office**
Retail and office uses can be found along Ivy Road and Old Ivy Road. Some of these uses include the Ednam office area, the Boars Head resort, and the Townside shopping center.

**Industrial**
The University operates the only industrial uses within the Western Neighborhood. They are the Food Service Center and the University Print Shop, both located on Old Ivy Road.

**Institutional**
The UVA Grounds are the largest institutional use in the Western Neighborhood. In addition, there are several large office complexes related to UVA that include the Fontaine Research Park, the University Health Sciences Foundation, the Kluge Children’s Rehabilitation Center, and the University Development offices. The County’s southern office building is located on Fifth Street Extended. Some State offices are also located in this same area such as the Department of Forestry and the Department of Mines, Minerals, and Energy. St. Anne’s Bellfield private school is located in the western part of this Neighborhood.

**Other Uses**
Other uses include the McCormick Observatory and Camp Holiday Trails which is located in a wooded, hilly area immediately north of I-64.

**Community Facilities and Services for the Southern and Western Neighborhoods**

**Water and Sewer Service**
Water and sewer service is provided from the Albemarle County Service Authority (ACSA) which retails water and wastewater services to residents and business. The Rivanna Water and Sewer Authority (RWSA) provides impoundment, treatment, storage, and transmission of potable water as well as transport and treatment of wastewater to the County and City. Upgrades are planned for the Southern Neighborhood include constructing portions of the eastern branch of the southern loop to improve water delivery to the area. An expansion of the Rugged Mountain Reservoir is
currently underway. This expansion will increase the height of the Ragged Mountain Reservoir dam to increase storage capacity. A water supply pipeline between the South Fork Rivanna and Ragged Mountain reservoirs to increase water supply storage is also planned. More information may be found in the Comprehensive Plan section on Community Facilities and Services.

**Police and Fire Rescue**
The County’s Police Department and Fire Rescue Department are housed at the Albemarle County Office Building on Fifth Street Extended. Police patrols operate on a sector and beat arrangement and geographic policing has already begun. Fire service is provided from the Monticello Fire Station located on Mill Creek Drive.

**Library Service**
Library service is provided by the downtown branch of the Jefferson-Madison Regional Library.

**Transportation**

**Southern Neighborhood**
The primary roads in the Southern Neighborhood are I-64, Route 20 South, Route 53, Avon Street Extended, Fifth Street Extended/Old Lynchburg Road, Mill Creek Drive, and Route 29 South.

Route 20 and Route 53 are rural section roads which are narrow. Currently they are classified by the Virginia Department of Transportation (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 is the immediate approach to Monticello. It is narrow and winding. A parkway has been constructed to Monticello along the existing Route 53 alignment. The parkway includes a walking trail and a bicycle facility that connects two small parking areas on Route 20 to the Monticello Visitors Center and to Monticello.

Avon Street Extended is a two-lane rural section road which extends from the City of Charlottesville south across I-64 until it intersects with Route 20 South. The bridge over I-64 has limited roadway capacity. There are no sidewalks along Avon Street Extended which is especially problematic for persons walking from the Regional Jail or employees who want to walk to and from the Regional Jail.

Fifth Street Extended - Old Lynchburg Road extends from the City of Charlottesville south and passes the southern Albemarle County office building.

Mill Creek Drive is a four-lane street which was built by the County to provide access to Monticello High School and other County-owned properties. Sidewalks are present along both sides.

A park and Ride facility is located on Avon Street at the City Public Works Yard. 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.

**Western Neighborhood**
The primary roads in the Western Neighborhoods are the Route 250 Bypass, Ivy Road, Old Ivy Road, and Fontaine Avenue Extended. The Bypass bisects the Neighborhood and carries
approximately 50,000 vehicle trips per day. It is a limited access road which is a 4-lane divided highway. These trips reflect the average annual daily traffic (AADT.)

Route 250 West is heavily traveled and it is projected that traffic volumes along this roadway will double by 2015. The road is used by commuters, students and visitors to the University of Virginia. 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. Route 250 West is heavily traveled and it is projected that traffic volumes will double by 2015. Walkways are constructed on both sides of Route 250 West, from Route 29 to Old Ivy Road. Old Ivy Road has a narrow pavement width and poor horizontal and vertical curvature, and is heavily used by the student population. Georgetown Road is also heavily traveled, providing access into Charlottesville and to Albemarle County High School. A narrow asphalt pathway is located along Georgetown Road. Barracks Road is also located in the Neighborhood.

**Future Land Use**

The Future Land Use Plan for the Southern and Western Neighborhoods has been developed in conjunction with the community and is similar to the 1996 Land Use Plan although some changes have been made. The Plan and definitions of land use categories are provided on the following pages.

**Centers**

As described in the Neighborhood Model Design section of the Comprehensive Plan, centers are focal points or “places” in an area where people may congregate. A center may be a school or a park. It may be a major employment area or a shopping area. It may be a mixed-use area. It is a “place” to which people want to walk. Centers provide definition to an area and personalize it. They should be located within a ½ to ¼ mile walk zone from residences, and 1/3 to 1/2 mile from transit stops.

There are 17 centers in the Southern and Western Neighborhoods. They are described on the following pages.
Centers

1. The intersection of Barracks and Georgetown Road is an area of existing mixed residential density. A future center may be located to the southwest of the intersection which could provide some retail neighborhood services to the area.

2. The Boar’s Head complex is an existing center of neighborhood scale mixed use with residential, office, commercial and recreational uses which serve the neighborhood. A resort and conference center are also located in this area.
3. **Ivy Road Shopping Center** is an existing center of mixed use made up of retail, office, higher density residential, and educational, with no future development anticipated. This area has access to significant outdoor public recreation amenities located on Lewis Mountain, owned by the University of Virginia.
The grounds of the **University of Virginia (UVA)** are a large regional center. UVA is a part of a UNESCO world heritage site which links to Monticello. The grounds comprise a large educational and employment center. The area has high residential density, mostly catering to the student population. As previously defined, the University grounds make up the AREA A in the PACC defined areas.

5. The center located at **Morey Creek** is in **Area B** was rezoned in 2011 for a three-story office building of 100,000 square feet. It will be a major employment center which is affiliated with the University of Virginia. Although it is shown for Office/R&D/Flex/Light industrial use, it is recommended the uses be limited to office uses and commercial uses in conjunction those offices. No industrial use is recommended. Design of buildings on this property should include architectural features such as stepbacks in the horizontal and vertical planes to break up building massing. Pedestrian access should be provided between this site and the Fontaine Research Park.

6. **Fontaine Research Park** is also in **Area B**. It is an existing employment center affiliated with the University of Virginia. Although it is shown for Office/R&D/Flex/Light industrial use, it is recommended for office use and commercial use which can serve the park and the immediate area. No industrial use is recommended. In addition to significant office space, public walking trails are located in the area. This area is part of the proposed Sunset-Fontaine Connector road project, discussed in the Transportation Section.

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.

Any future development should 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.”

7. The Rt. 29 South and I-64 interchange is a future center which is shown for Regional Mixed Use. There is an expectation for commercial and residential uses on the property which may also be used for industrial uses. At present, it has a beverage distribution business and a few residences. It has fairly hilly terrain and a creek crossing the front of the property. Access to the site will likely impact the southwestern part of the site currently shown as Parks and Green systems. Any future improvements to the interchange may affect the size of the properties.

8. The Granger Center and site is located in Area B near the Fontaine Research Park. Neighborhood Density Residential land use is recommended for the Granger tract. 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. Residential use is expected on this site.
A new center should provide supporting commercial services of a Neighborhood Mixed Use scale. Commercial uses should serve nearby multi-family residential development. This area is part of the proposed Sunset-Fontaine Connector road project, discussed in the Transportation Section.

9. The **County Office Building at 5th Street (COB 5th)** is an existing center of county services. The County Police Department, Department of Social Services, and Office of Housing are located here. The building also has facilities utilized for community meetings. A transit stop is located on Old Lynchburg Road directly in front of the building.

10. **Southwood Mobile Home Park** is recommended for residential redevelopment at Urban Density. A mixture of housing types for different income levels is expected. A center should be provided for neighborhood supporting commercial uses. The proposed Southern Connector road project is also a part of the planned future development.

11. **Avon Street Extended** is an area of existing mixed use, which includes industrial, mixed residential density, retail, and educational uses. The Mill Creek Industrial Park as well as the shopping area are Centers. Several bicycle and pedestrian improvements are proposed for this area.
12. The **Biscuit Run State Park** site is a future Center for the Southern and Western Neighborhoods, as well as the adjacent Rural Areas. Planning for this future park is occurring between the County and the Commonwealth. Environmentally sensitive areas such as the stream, the floodplain, wetlands, and steep slopes should be preserved with any building activity that occurs in the park. The property is retained in the Development Areas because of any desired connections to public water and sewer in the future.

State legislation was approved in by the General Assembly which would allow for small area land swaps with both the Breeden parcel and Southwood Mobile Home Park.

The Breeden parcel is a privately owned property located within the area owned by the State of Virginia. It is recommended as Neighborhood Density residential to accommodate 100 available dwellings under existing zoning. The expected residential use could be moved to an alternate location on the current Biscuit Run State Park property as part of a land exchange. If that takes place, the residential use should occur west of the Biscuit Run stream and closer to Old Lynchburg Road. This unique location surrounded by parkland lends itself to many different types of uses including artisan and craft activities, outdoor recreation, lodging in association with the park, a location for events, and agribusiness uses. Any use would have to be compatible with the park use. The intensity of use would be dependent on the capacity of the roads at that time to handle future traffic.
13. The area north of I-64 between 5th and Avon Streets is a regional retail center currently under development. The development is intended to fulfill a “town center” role by providing a commercial and employment focal point within the Southern Neighborhood. When developed, the center should provide primarily retail and employment opportunities without precluding other uses such as commercial, professional office, light industrial, residential, open space and parkland, public amenities and spaces appropriate for such a commercial center. Development of the area will include an urban street that has street trees, sidewalks, and bike lanes, and pedestrian connections to adjoining properties. It will connect Fifth Street to Avon Street. Areas of environmental sensitivity should be avoided, except where necessary to cross the stream on the parcel.

14. The site of the Monticello Fire Rescue Station is an area of large public land holding. Monticello High School, the fire station, and any future civic uses can act as Centers. Future use of County owned land could be for any County or public facility, such as, but not limited to a library, school, or administrative office.
15. The Piedmont Virginia Community College (PVCC) is another large institutional site in Area B site. PVCC provides education, employment, significant greenspace and future greenways which can be easily accessible to the surrounding community. Property owned by PVCC along Avon Street is shown for Urban Density Residential use. Potentially, it could provide additional housing along for employees of nearby businesses, industries, schools, and offices as well as for students.

16. The former Blue Ridge Hospital Site in Area B is a new Center on property located at the Route 20 South interchange with I-64. While it is designated for institutional uses which include schools, libraries, parks, recreational facilities, utilities, universities, colleges and ancillary facilities, it may also be suitable for Office/R&D/Flex/Light Industrial use due to its proximity to the Interstate and Piedmont Community College.

Existing trees along Rt. 53 act as a buffer to the site and should remain unless replaced for reasons of disease or vegetative safety hazard, or replaced to enhance the effect of the buffer.

Along VA Route 20 and 53, a screened buffer should be retained with the use of existing berming, topography and vegetation. Buildings as viewed from Route 53 should not exceed four stories, or rise above 10' of screening. Consider setbacks from buffers and/or additional screening.

New buildings should be compatible with the rural site, using exterior materials, which are complementary to the existing settings. Earth tone colors are an appropriate consideration. Existing environmental resources should be retained to the greatest extent possible.

The main entrance to the site for future development should be provided in compliance with VDOT standards to assure safe access from Route 20. Access from Route 53 should be limited to emergency and service access only. Plans for development in the Entrance Corridor Overlay District should be submitted for non-binding review and comment pursuant to the
requirements of the entrance corridor district.

New development should preserve the rural character of the area along Route 20 and Route 53. A safe and efficient bicycle and pedestrian system should be provided on the site which will connect to the transportation system in the wider area.

17. Woolen Mills is an existing center that is not immediate adjacent to the rest of the Southern Neighborhood area. The historically designated Woolen Mills neighborhood adjoins the City of Charlottesville. The area has an existing mixture of industrial, residential, greenspace, and community recreational uses.

The floodplain of Moore’s Creek is extensive near this Center and existing buildings are in the current floodplain. New buildings are not recommended in the floodplain; however use of the portions of the building outside of the floodplain may be intensified.

Several parcels near the Center are recommended as Neighborhood Density residential. The depth of these properties would not easily support redevelopment to industrial uses, could allow for some non-residential uses, such as offices. This neighborhood has been identified through the Many Plans, One Community (Livability) Project as an area for future joint City/County planning efforts.

Other Areas of Importance

In addition to specific Centers, there are several areas within the Southern and Western Neighborhoods that are of importance in relation to future land use due to having significant development potential. These areas are as follows:

The Birdwood golf course property, located on Ivy Road is owned and operated by the University of Virginia Foundation. The site is historically significant and provides community recreation opportunities. Any long term development of the property may require improvements to Ivy Road as indicated in the Transportation Section of this Plan. It is recommended the historic mansion and important outbuildings near the entrance should be retained in any future development. In order ensure any future development further a cohesive neighborhood interconnections should be provided to the Boar’s Head Resort and pedestrian connections to nearby residential developments should also be considered.
The area between Rt. 20 South and Avon Street Extended, just north of where the two roadways intersect is currently considered the outskirts of the Development Area. Development and redevelopment of land is expected in this area. It is especially important that sensitivity to the Entrance Corridor and adjacent residential parcels be used when designing and developing properties designated for Office/R&D/Flex/Light Industrial. Architectural features, screening, and landscaping techniques should be used to help mitigate impacts.

The southern portion of the Mosby Mountain subdivision and the approved Whittington development are located in the southwest part of the Southern Neighborhood. They were added to the Development Area during the development of this Master Plan to reflect existing zoning and the status in the jurisdictional area where water and sewer are provided. While the land use designation is for Neighborhood Density residential, development of the property should be kept at a density of 1 unit/2 acres.
The Foxhaven Farm area is in Area B and is located south of the Birdwood Golf Course and north of I-64. Portions of the property are under a conservation easement. Due to the existing conservation easement on the property, topography, and environmental features, near-term development is unlikely with the exception of educational uses including but not limited to a research station.

The Southpointe property located south of the interchange of I-64 and Fifth Street Extended. This property is designated for urban mixed use, however, it may also be used for industrial uses which might wish to take advantage of the interchange for shipping.
The Westover property is in Area B and is located west of the Route 250 Bypass. The part of this property located inside the Development Area boundary is recommended for Neighborhood Density residential development. When this occurs, road connections to Faulkner Drive should be provided. Where practicable, pedestrian connections should be provided to the Colhurst Farms subdivision to the north and St. Anne Bellfield School to the east. Environmental features include several small streams with buffers established through the Water Protection ordinance and some associated steep slope behind the historic home. Future development of the property should retain environmental features and historic buildings. Approximately 2/3 of the Westover property is located in the Rural Areas. Development should be in keeping with Rural Areas recommendations.

The Galaxy Farm Property is the location of a proposed connector road emphasizing the expectation that interconnections will be a part of future neighborhood block and street design. It is also anticipated that all new streets should have two lanes and be built with the features of an urban street.
Priority Areas

Priority areas are places where significant development is currently underway, future development is to be directed, and investment in public improvements is programmed or recommended. They have been established to help guide the locations for public investments and other decision making. These priority areas are especially important in providing guidance on land use decisions. While decisions regarding private development proposals and investment should not be based solely on these priority areas, decisions on development proposals should be made with an understanding of where public investments are being focused.

Land use decisions should be consistent with priority areas established in the Development Area Master Plans. The County may decide not to approve new rezoning or special use permit requests outside of the designated priority areas as planned facilities are not in place to support the proposed project and the existing neighborhoods. If approved, however, as part of the land development process, developers will need to provide more significant levels of improvements to ensure adequate infrastructure and services are available to the area.

The Southern and Western Neighborhood Priority Areas are as follows:

1. **Avon Street to Route 20 South and Fifth Street to Avon** – The area located south of Interstate 64, between Avon Street and Route 20 South has significant undeveloped land, including some properties owned by the County, areas for Office/R&D/Flex/Light Industrial use, and potential for redevelopment opportunities, especially in the industrial areas. In addition, the connection of the 5th Street to Avon Street area to this, the Avon Street to Route 20 South area through an improved multi-modal transportation network has been identified as a future high priority project. 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 the site of a large mixed-use development which includes public improvements, and provides for future multi-modal improvements to provide access to and from the site.

2. **Southwood Site** – The Southwood site is the existing Southwood mobile home park. This area contains mobile homes of various ages and states of repair, a Boys and Girls Club facility, and many children. Redevelopment of the Southwood mobile home park is very desirable. Opportunities may exist for the County to partner with the owner to help request grant money, improve the transportation network throughout the area as well as to provide additional playing fields.

3. **Ivy Road** – Ivy Road is a heavily traveled road into the City that has a number of businesses and apartment complexes. Several needed improvements have been identified in the Ivy Road Design Study which is referenced in the Transportation section. Redevelopment of the area with transportation improvements is seen as a high priority.
Parks and Green Systems

The quality of life expected by many residents corresponds directly to the availability of parks and natural areas that are available to residents. Green systems refer to undeveloped land or open space with important environmental features such as lakes, streams, floodplains, and adjacent slopes, and active and passive recreational areas. Green system areas are identified on the Land Use Plan in a green color.

The Parks and Green Systems Plan is on the following page. Areas shown on that Plan are parks, greenways and other preserved open space, schools (which act as public park sites), water bodies, streams, and critical slopes.

Environmental Features
Environmental features include streams, stream buffers, floodplains, wetlands, and systems of steep slopes. Preservation of these features is expected.

Parks and Greenways
Parks and Greenways include public parks, such as Biscuit Run State Park, common areas owned by homeowners associations, dedicated areas for greenways as well as expected greenways which help to make connections between places.

Screening Buffers
Screening buffers are heavily wooded and vegetated areas that exist along Entrance Corridors and especially along I-64 and Route 250 East. These buffers help to mitigate visual and noise impacts between the roads and nearby residences and businesses. Retention of these features is expected.

Wooded Areas
In general, wooded areas help to break up the expanse of buildings and parking in an area. They are especially important for the Monticello viewshed.

The wooded areas on Lewis Mountain are areas of importance to the community. These wooded areas are typically on critical slopes. It is recommended that any building activity on Lewis Mountain minimize disturbance of these wooded areas and critical slopes in future property development.

Greenway Trails
Existing and proposed trails are shown on the Parks and Green Systems Plan. These trails include public trails, trails owned by the Rivanna Trails Foundation, and some privately owned trails.

The following are goals related to Parks and Green Systems specifically for the Southern and Western Neighborhoods.

Natural Resource Protection:
- Preserve the stream buffers, systems of steep slopes, floodplain, and wetlands adjacent to the Rivanna River, Moore’s Creek, and Biscuit Run; establish greenways to protect the resources of these areas;
• MAP OF GREEN SYSTEMS TO GO HERE
• Minimize stream impacts and improve the health/quality of Moore’s Creek, Biscuit Run, and Morey Creek; and

• Except as streets may be needed to serve the site, preserve the steep natural drainage swales in the Regional Mixed Use area of the southwest corner of the property located near I-64 along Route 29 South.

**Cultural Resource Protection:**

• Preserve views from Monticello;
• Preserve and maintain vegetation along I-64 and Rt. 250 to protect the quality and character of these roads and help to provide a visual and sound buffer to developments;
• Provide a vegetative buffer along Rt. 20 South of I-64;
• Provide a vegetative buffer along 5th Street/Old Lynchburg Road south from the southernmost edge of the Southwood Mobile Home Park property to the southern Development Area boundary on both sides of the street; and
• Retain the vegetative buffer along Rt. 29 South on the west side in the Development Area.

**Parks and Open Space:**

• Maintain and improve parks facilities associated with the Monticello High School and Cale Elementary School;
• Work with the State to continue development of a plan for the Future Biscuit Run State Park; and
• Work with the State to develop an interim plan for the property to ensure that residents have access to trails and other natural areas.

**Trails:**

• Secure continuous greenways along Moore’s Creek, Morey Creek, and Biscuit Run as well as along streams shown on the Greenway Plan which lead to these larger streams;
• Provide a greenway trail to the Ragged Mountain Natural Area;
• Continue to provide connections to City parks and trails located in Charlottesville; and
• Develop a plan for the Three Notched Trail to connect Crozet, the Western Neighborhood, and Charlottesville for bicycles and pedestrians.
Transportation

The Future Land Use Plan identifies the desired land use designations. Achieving the desired land use plan depends, in large part, on the success of the transportation system. Recommended transportation improvements for the Southern and Western Neighborhoods are as follows:

Avon-5th Street Connector Road

- Connect Fifth Street and Avon Street north of I-64 (through the Fifth St.-Avon property) with a street that contains street trees, sidewalks, bike lanes, and pedestrian connections to adjoining properties.

Route 20 South Improvements

- Improve Rt. 20 South with sidewalks or pedestrian paths and bikeways on the western side within the Development Area boundary.

Galaxy Farm Lane Property

Galaxy Lane is an existing private street which is accessed from Rt. 20 South. This street should be upgraded and connect Rt. 20 South to Mill Creek Drive.

- The map on the right shows a conceptual location of this connector road; and
- When constructed the street should have street trees, sidewalks and bike lanes.

Avon Street Improvements

- Provide curb and gutter, sidewalks, and street trees and bike lanes along Avon Street to the intersection with Rt. 20.
Old Lynchburg Road
- Correct curves on Old Lynchburg Road from Sunset Ave. to the end of the Development Area.

Whittington Property Roads
The approved road layout on the proposed Whittington residential development is shown on the map below. This layout is expected in new development.

Southern Parkway Connector Road
The Southern Connector is a planned street for which right-of-way was secured on the east side of Biscuit Run Creek with the Mill Creek development but not secured across Biscuit Run. Accommodations for this street have been made in some new developments west of Biscuit Run and east of Fifth Street Extended. Building a bridge across Biscuit Run creek is expected to involve substantial investment.

The Southern Parkway will likely be built in sections and a portion of the street should be built through the Southwood mobile home park redevelopment. It is not expected to serve a regional need until sometime after 2040. The following recommendations are made with this Plan:

- Secure and retain right-of-way for the Southern Parkway and build the portion of roadway through Southwood Mobile home park;
- The connection over Biscuit Run may be needed after 2040. Use the right-of-way for pedestrian and bicycle access until the road is needed;
- When constructed the street should have street trees, sidewalks and bike lanes; and
- Until warranted for use as a vehicular roadway, use the unpaved right-of-way for pedestrian and bicycle access.
Fifth Street Extended Improvements
Fifth Street extends south from the City of Charlottesville and crosses I-64. Eventually, it becomes Old Lynchburg Road. It is expected to have an urban and rural section for the foreseeable future. The following recommendation is made:

- Provide curb and gutter, sidewalks, street trees, and bike lanes along Fifth Street Extended from the City limits to the southernmost border of the Southwood mobile home park. From this property south to Development Area boundary, retain the rural road section with vegetative buffers on both sides of Old Lynchburg Road.

5th Street & I-64 Interchange
This interchange, as well as others, is in need of upgrading to help with traffic movements from I-64. The following recommendation is made:

- Upgrade the interchange to improve traffic flow and accommodate bikes and pedestrians.

Wintergreen Land Trust Property
The Wintergreen Land Trust property is an undeveloped parcel adjacent to the Redfields development. It is recommended to be developed with neighborhood density residential uses. The following recommendations are made for these new streets which are shown in a conceptual location on the plan to the right:

- Provide interconnections to existing developments near Old Lynchburg Road; and
- New streets should be two-lane urban streets with curb, gutter, sidewalks and street trees.
Sunset-Fontaine Connector Road
The Sunset-Fontaine Connector Road is a planned street to provide for additional access and interconnections south of Fontaine Avenue and north of I-64. This street has been modeled extensively as part of Area B work. An explanation of the Area B traffic modeling and maps are provided as the final attachment to this report. From that modeling, the following recommendations have been made:

- The portions of the Sunset-Fontaine Connector Road which can be built without the bridge should be built to provide for connectivity;
- The street should be two-lane urban street with curb, gutter, sidewalks, street trees, and bicycle lanes;
- It should be recognized that the capacity to carry a large volume of traffic will not be in place until the bridge is built; and
- As part of an improvement project, the alignment of Sunset Avenue from the new connector road to Fifth Street Extended should be improved.

Route 250 West Improvements
Route 250 West and the Route 250 Bypass will be impacted by future growth in the community. The following recommendations are made for improvements:

- Widen Rt. 250 West to four lanes from the City to the 29/250 Bypass. Do not widen Rt. 250 West, west of the 29/250 Bypass;
- Provide improvements to Ivy Road (Route 250) in accordance with the Ivy Road Design Study including landscaping, street trees, sidewalks, and bike facilities. These improvements include:
  - Pursue Ivy Road recommendations of the Ivy Road Design Study [Technical Manual] September, 1994 Prepared by: Lardner/Klein Landscape Architects, P.C. with DeLeuw Cather & Company of Virginia prepared for the University of Virginia and Albemarle County. Improvements should include a boulevard concept that incorporates four-laning with a landscaped median, other enhanced landscaping, bike lanes, sidewalks and a reduced number of curb cuts. Actual conceptual designs and cross sections should be developed by the City, County and University in conjunction with the Virginia Department of Transportation at an early stage;
  - Relocate Old Ivy Road/Ivy Road eastern intersection as a T-intersection and/or improve railroad underpass. Design with sidewalks and bike lanes. Coordinate all improvements among City, County, and VDOT staff. Construct turn lanes as deemed necessary in design review;
  - Develop alternatives to provide for safe and convenient access to and through the Lewis Mountain/University Heights area by:
o Improve and extend the sidewalk network along the south side of Ivy Road to the Kluge Children's Rehabilitation Center, from the north side of Ivy Road along Old Ivy Road to Huntington Village, and completing the remaining sidewalk gap adjacent to 2120 Ivy Road;

o Providing pedestrian traffic controls on Emmet Street;

o Installing street lights along pedestrian sections of Ivy and Old Ivy Roads. Incorporate appropriate street lighting in any sidewalk construction along these roads; and

o Providing for a multi-purpose path in the railroad right-of-way if CSX abandons the track and right-of-way.

Southern Terminus of the Proposed Western Bypass
The Western Bypass is a proposed limited access highway which is described in the Transportation Section of the Comprehensive Plan. It is expected to bisect the properties in the Western Neighborhood near the terminus which is designed to occur near the Colonnades property. The Western Bypass will have only two access points and they will be located at the southern and northern termini of the Western Bypass.

Street Lighting
As the Southern and Western Neighborhoods develop further and sidewalks are added to streets, street lighting will be needed. This will be especially important along major street corridors that provide pedestrian connections between Centers.

Transit
Transit service throughout the County is described in the Transportation section of the Comprehensive Plan. Recommendations for the Southern and Western Neighborhoods are as follows:

- Consider a multimodal transit connection of Stadium Road to Fontaine Avenue near the Research Park;
- Provide transit service on Fontaine Ave. Extended to connect Morey Creek Office Park to other University-related uses;
- Continue to provide transit service to Piedmont Virginia Community College;
- Provide transit service to the Regional Jail. Provide transit service to the Fifth Street-Avon project; and
- Consider expanding transit services south of I-64 on Avon Street Extended.

Bicycle and Pedestrian Facilities
Sidewalks, bikeways, and walkways are needed throughout the County's Development Areas. Specific locations for future improvements in the Southern and Western Neighborhoods are provided below:

- Construct bicycle and pedestrian facilities along Avon Street Extended;
- Construct bicycle and pedestrian facilities along Route 20 to provide access to schools and accommodate increased development in that area; and
• Provide pedestrian connections to Fontaine Research Park and adjacent or nearby residential neighborhoods.
## Implementation of Southern and Western Neighborhoods Plan

<table>
<thead>
<tr>
<th>Action</th>
<th>Primary Responsibility</th>
<th>Secondary Responsibility</th>
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<tbody>
<tr>
<td>Connect Fifth Street and Avon Street north of I-64 (through the Fifth St.-Avon property) with a street that contains street trees, sidewalks, and bike lanes, and pedestrian connections to adjoining properties.</td>
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<td>To be completed</td>
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<tr>
<td>Improve Rt. 20 South with sidewalks or pedestrian paths and bikeways on the western side within the Development Area boundary.</td>
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<td>Upgrade Galaxy Farm Road to connect to Rt. 20 S and Mill Creek Drive</td>
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<td>Build Whittington property roads according to rezoning plan</td>
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<td>Work with the State to continue development of a plan for the Future Biscuit Run State Park; and</td>
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<td>Work with the State to develop an interim plan for the property to ensure that residents have access to trails and other natural areas.</td>
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<td>Secure continuous greenways along Moore's Creek, Morey Creek, and Biscuit Run as well as along streams shown on the Greenway Plan which lead to these larger streams;</td>
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<td>Provide a greenway trail to the Ragged Mountain Natural Area;</td>
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<td>Continue to provide connections to City parks and trails located in Charlottesville; and</td>
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<td>Develop a plan for the Three Notched Trail to connect Crozet, the Western Neighborhood, and Charlottesville for bicycles and pedestrians.</td>
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