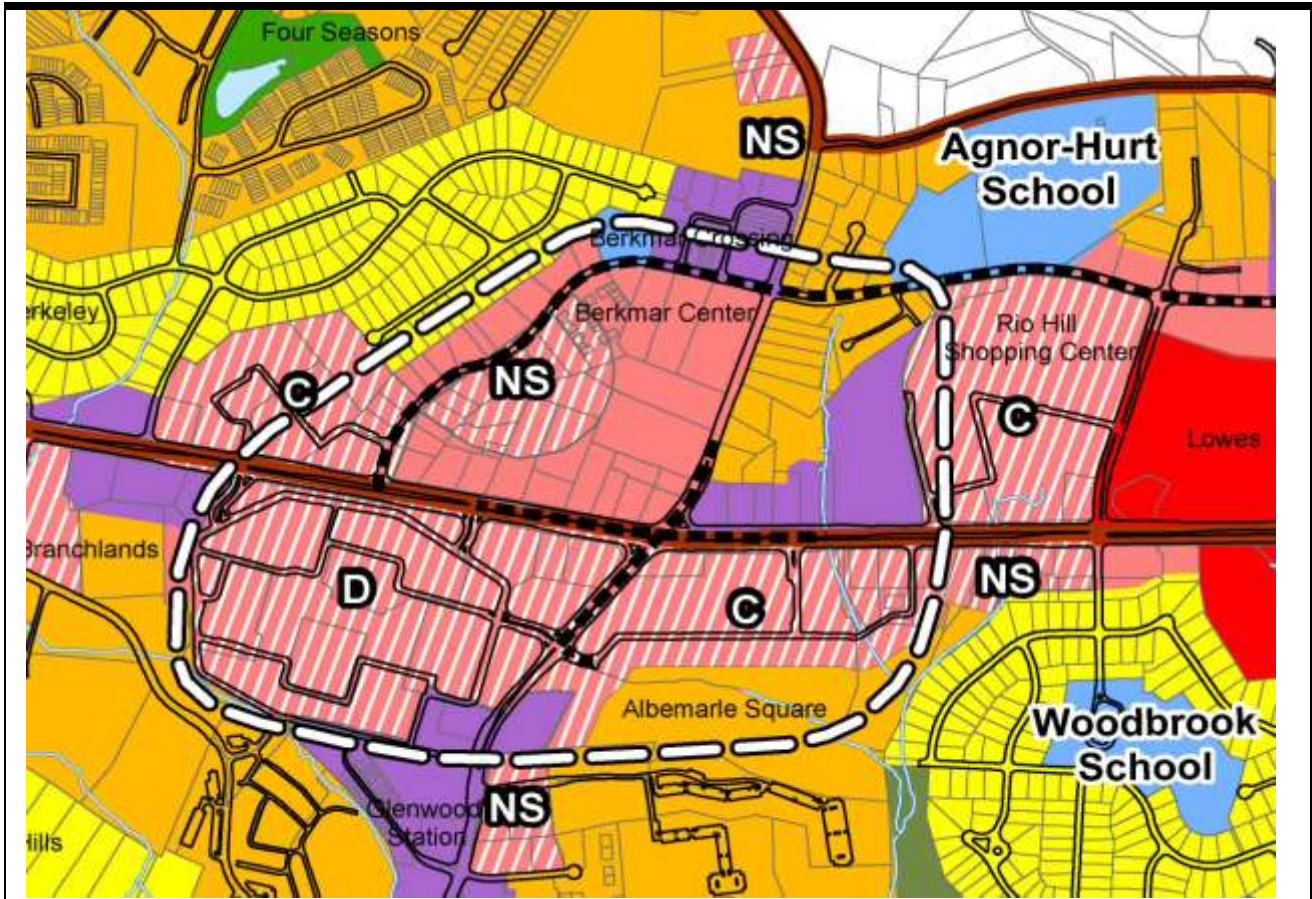


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|---|--|
| <p><b>Project Reference No.</b></p> <p style="text-align: center;"><b>15</b></p>  | <p><b>Project Title:</b></p> <p style="text-align: center;"><b>Intersection Improvements at Rio Road &amp; US 29<br/>Small Area Plan</b></p> |
| <p><b>Project Description:</b></p> <p>This Master Plan recognizes the ultimate need for a grade-separated intersection at US 29 and Rio Road due to the significant level of traffic moving through this intersection. No specific design for the grade separation has been assumed or established in the Plan, although possible concepts are identified. Concepts/designs for the grade separations will be established through a Small Area Plan preparation process in which adjacent and nearby property owners and key stakeholders are expected to participate. The following principles will guide the evaluation process for the ultimate improvements to this intersection:</p> <ul style="list-style-type: none"> <li>• Improvements should provide adequate levels of service on the roads and access to adjacent properties.</li> <li>• Improvements to the road network should be phased in a manner that prolongs the life of the existing at-grade intersections.</li> <li>• A variety of concepts/forms of intersection improvements/grade separations shall be considered.</li> <li>• Pursue design concepts that provide, to the extent feasible and practical, at-grade relationships of roads to businesses to facilitate visibility and access.</li> <li>• In developing design concepts, minimize the need for additional right-of-way acquisition.</li> <li>• Short-term issues related to the construction of intersection improvements/grade separations should be addressed through strategic construction phasing, development of the parallel local road network to provide alternate access prior to construction of intersection improvements, and other strategies.</li> <li>• Preparation of a Business Impact Plan should be considered during the Small Area Plan process.</li> <li>• Pedestrian, bicycle, and transit users shall be accommodated in all road improvements to the greatest extent possible.</li> </ul> <p>The general concept for improvements in this area relies on the construction of a parallel local road network, access management improvements, and interparcel connections to prolong the life of the existing at-grade intersection and to provide part of the ultimate long-term solution to travel and access needs in this area. This includes the concept of Ring Roads to provide connections to US 29 and adjacent properties. The Ring Roads would serve the local uses and redevelopment of the four quadrants better.</p> |  |



15. This portion of the Future Land Use Map shows the intersection of Rio Road and US 29. The area inside the white dashed line will be included in the Small Area Plan. US 29 runs from left to right in the center of the map (north is to the right).

- a. Prepare a Small Area Plan for the area around Rio Road and US 29, coordinated with the preliminary design by VDOT. The Small Area Plan will help determine more specific land uses and local street network, including the location of the Ring Roads and the conceptual design of the grade separation. Follow the principles for intersection/interchange improvements listed on page A2-13.

| Timing:   | Estimated Cost:   |   | Responsible Parties:   |                              |
|---|---|---|--|------------------------------|
|   | Places29 Consultant   | UnJAM Plan  | Primary  | Secondary                    |
| To begin during the second five years, after completion of planning for the six-lane widening of US 29 and location and design of Berkmar Drive Bridge and extension. | <p><b>Plan (a):</b><br/>\$100,000</p> <p>Implement the Plan's access management recommendations</p> | <p><b>Plan (a):</b> UnJAM does not include Small Area Plan</p> <p>Consistent with intent of UnJAM</p> | <p><b>Plan (a):</b> County; Preliminary Design-VDOT; County in development plan review; VDOT funding for construction; VDOT participation in Small Area Planning process and funding of construction of improvements</p> | <p><b>Plan (a):</b> None</p> |

**Issues to Be Addressed:**

- Coordinate preparation of Small Area Plan with VDOT’s design & engineering study for grade separation at Rio & US 29; develop Memorandum of Agreement between VDOT and County to conduct joint public planning process. Design of the grade separation and location of ring roads will be determined during the Small Area Plan process.
- The potential impact of the construction of the Meadow Creek Parkway.
- The design/alignment of the needed parallel roads and Ring Roads will be determined during preparation of the Small Area Plan and will have an impact on and provide access to adjacent property. These two ring roads (d & e) should be complete prior to construction of the grade separation because they are needed to provide for construction of the grade separation.
- The County may have to construct some or all of the ring roads if property does not redevelop prior to construction of grade separation at Rio Road and US 29.
- The construction of the SW and NE ring roads (g & h) is not essential prior to construction of the grade separation at Rio Road and US 29.

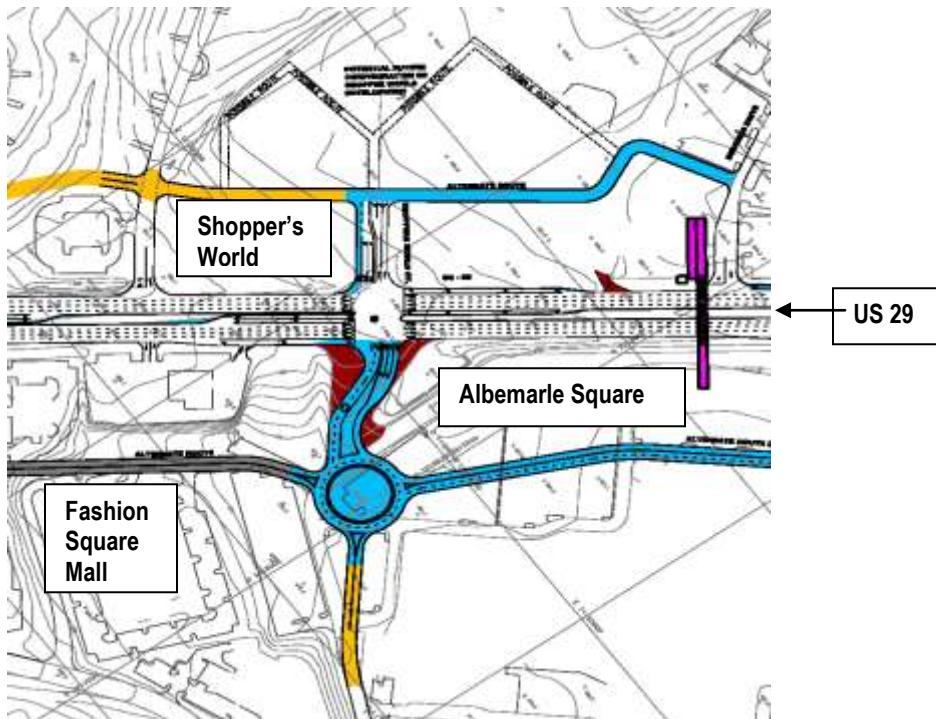
**Milestones:**

- Begin preparation of the Small Area Plan as soon as funding is identified.
- Auxiliary northbound lanes must be completed prior to construction of the grade separation.
- Construct southbound auxiliary lane in conjunction with intersection redesign.

**Comments/Notes:** ROW costs could be significantly less for two reasons: 1) the Rio/US 29 intersection is so wide that ROW needs may be less, and 2) property owners may donate ROW, especially for the ring roads.

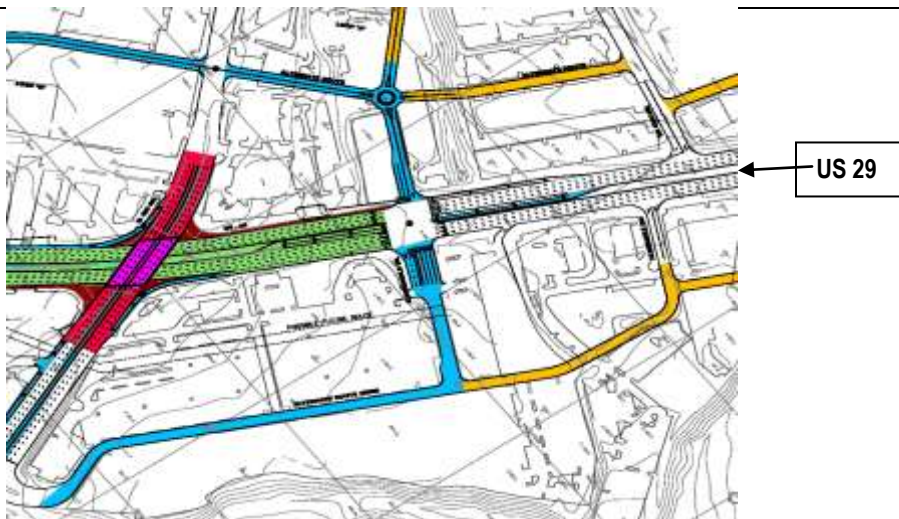
**Included in Planning/Budget Document:** UnJAM 2035 Constrained Long Range Plan, I-8.

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|---|--|---|
| <b>Project Reference No.</b><br><br><b>16</b>   | <b>Project Title:</b><br><br>US 29 at Shopper's World and Mall Drive |   |
| <b>Project Description:</b><br>Add a third lane to the Shopper's World approach; reconfigure the Fashion Square Mall Drive approach, including the channelized right turn lane on Mall Drive. This recommended configuration retains direct access to existing retail areas on both sides of US 29. |  |   |
| <b>Timing:</b> Begin during the second five years   | <b>Estimated Cost:</b><br>\$637,000                                  | <b>Responsible Parties:</b> VDOT, property owners |
| <b>Issues to Be Addressed:</b>  |  |   |
| <b>Milestones:</b><br><ul style="list-style-type: none"> <li>■ Complete as improvements become necessary to the functioning of US 29 or as property redevelops, whichever comes first.</li> </ul>   |  |   |
| <b>Comments/Notes:</b>  |  |   |
| <b>Included in Planning/Budget Document:</b> No.  |  |   |



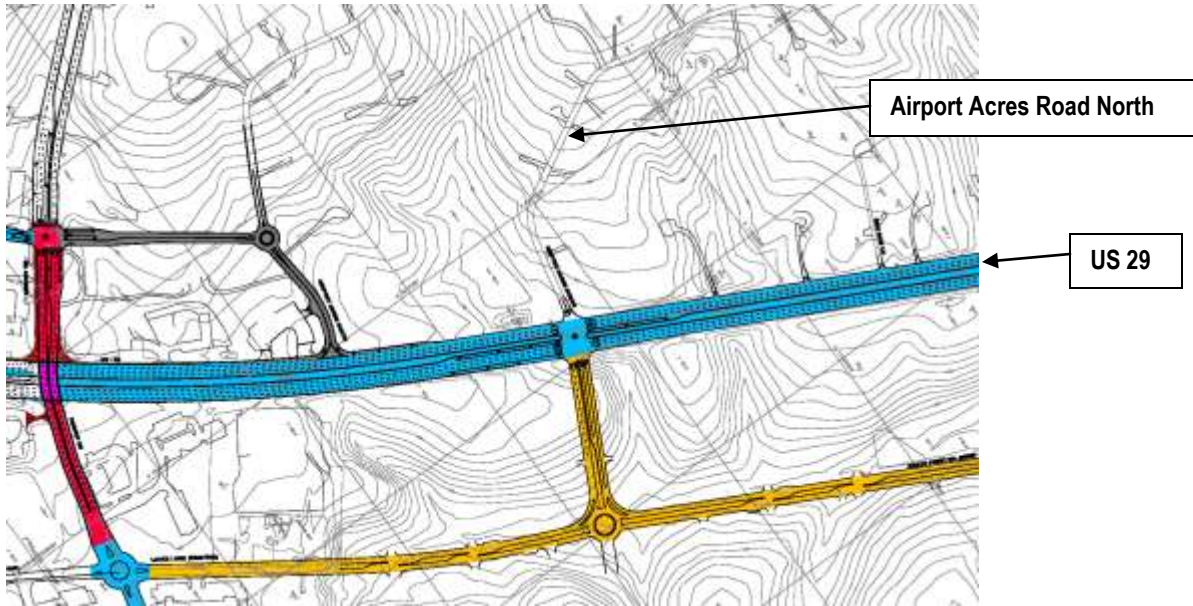
16. This schematic diagram from the US 29 North Transportation Study shows the road improvements at the entrances to Shopper's World and the Fashion Square Mall. These improvements will retain direct access to these existing retail areas. North is to the right and US 29 runs horizontally in the center of the diagram.

|  |  |   |
|--|--|---|
| <b>Project Reference No.</b><br><br><b>17</b>  | <b>Project Title:</b><br><br>Albemarle Square Drive at US 29     |   |
| <b>Project Description:</b><br>Widen the Albemarle Square Drive approach to US 29 to provide two inbound lanes and three outbound lanes. Add a second southbound left turn lane on US 29 and extend the southbound right turn storage. These improvements are needed to provide full access to support potential Ring Road system and Rio Road grade separation, since Albemarle Square Drive is expected to be one of the four Ring Roads. Partial access to/from Albemarle Square would improve operations and reduce width requirements on Albemarle Square Drive, but would limit accessibility, and therefore is not recommended. |  |   |
| <b>Timing:</b> Begin during the second five years  | <b>Estimated Cost:</b><br>\$3,127,000<br>ROW (est.): \$1,876,000 | <b>Responsible Parties:</b> VDOT, developer |
| <b>Issues to Be Addressed:</b><br><ul style="list-style-type: none"> <li>Improve traffic management/flow near congested intersection, future grade-separated intersection.</li> </ul>  |  |   |
| <b>Milestones:</b><br><ul style="list-style-type: none"> <li>Construct in conjunction with redevelopment of Albemarle Square or construction of intersection improvements or grade separation at US 29 and Rio Road, whichever comes first.</li> </ul>   |  |   |
| <b>Comments/Notes:</b><br><b>Included in Planning/Budget Document:</b> Not included as a separate project; may be part of the Rio Road/US 29 grade separation.   |  |   |



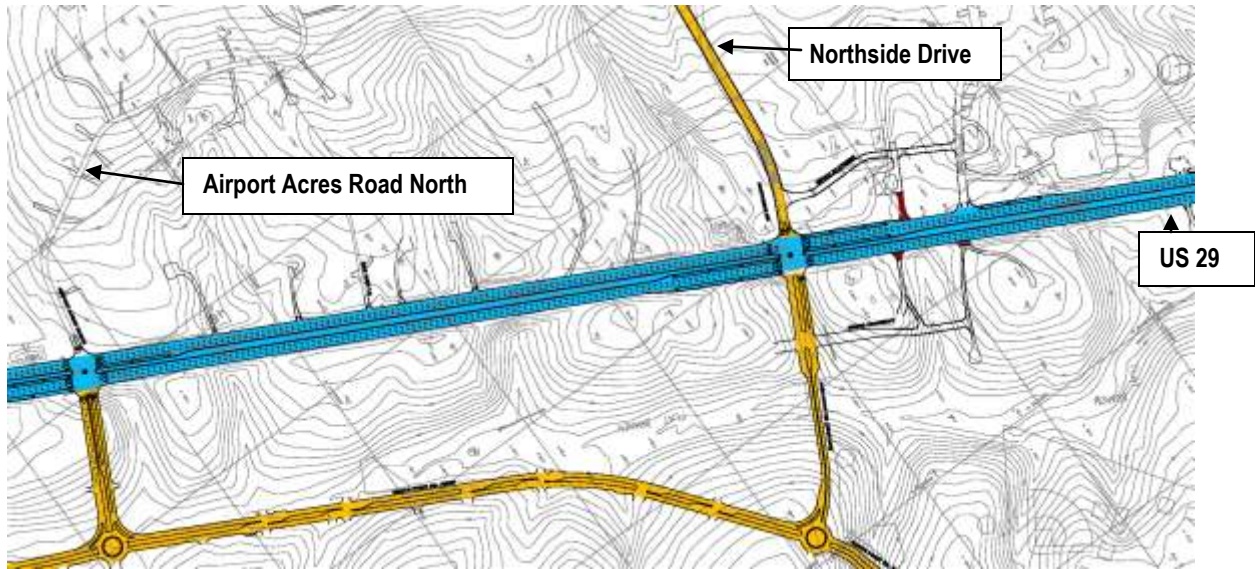
17. This schematic diagram from the US 29 North Transportation Study shows the approach on US 29 to Albemarle Square Drive with the necessary improvements. North is to the right, US 29 runs horizontally through the center of the diagram. The Rio Road grade separation is on the left.

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| <b>Project Reference No.</b><br><br><b>18</b>   | <b>Project Title:</b><br><br>Signalize US 29 at Airport Acres Road North |   |
| <b>Project Description:</b><br>To be provided as part of the North Pointe proffered improvements. Necessary to accommodate projected development in the area. |  |   |
| <b>Timing:</b> Begin during the second five years   | <b>Estimated Cost:</b><br>\$324,000                                      | <b>Responsible Parties:</b><br>Property owner/developer |
| <b>Issues to Be Addressed:</b>  |  |   |
| <b>Milestones:</b><br>■ To be installed with development of North Pointe.   |  |   |
| <b>Comments/Notes:</b> No right-of-way (ROW) will be necessary for this improvement.  |  |   |
| <b>Included in Planning/Budget Document:</b> No.  |  |   |



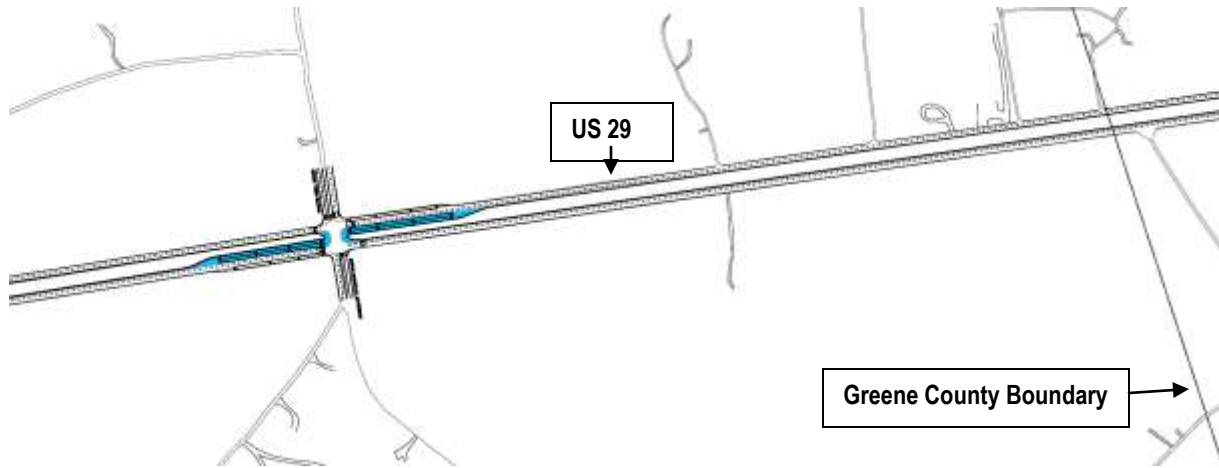
18. This schematic diagram from the US 29 North Transportation Study shows the intersection of US 29 and Airport Acres North in the center. The intersection will be signalized as part of the proffered improvements from the North Pointe rezoning. North is to the right.

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|---|---|---|
| <b>Project Reference No.</b><br><br><b>19</b>   | <b>Project Title:</b><br><br>Signalize US 29 at Northside Drive |   |
| <b>Project Description:</b><br>To be provided as part of North Pointe proffered improvements. Necessary to accommodate projected development in the area. |   |   |
| <b>Timing:</b> Begin during the second five years   | <b>Estimated Cost:</b><br>\$324,000                             | <b>Responsible Parties:</b><br>Property owner/developer |
| <b>Issues to Be Addressed:</b>  |   |   |
| <b>Milestones:</b><br><ul style="list-style-type: none"> <li>■ To be installed with development of North Pointe.</li> </ul>                               |   |   |
| <b>Comments/Notes:</b> No right-of-way (ROW) will be necessary for this improvement.  |   |   |
| <b>Included in Planning/Budget Document:</b> No.  |   |   |



19. This schematic diagram from the US 29 North Transportation Study shows the intersections of Northside Drive to the right and Airport Acres Road North (#18) to the left.

|  |   |                                  |
|--|---|----------------------------------|
| <b>Project Reference No.</b><br><br><b>20</b>  | <b>Project Title:</b><br><br><b>US 29 at Burnley Station Road/Frays Mill Road</b> |                                  |
| <b>Project Description:</b><br>Add a second northbound and southbound left turn lane on US 29 and widen the eastbound and westbound approaches to US 29.   |   |                                  |
| <b>Timing:</b> Begin during the second five years  | <b>Estimated Cost:</b><br>Turn lanes: \$2,663,000<br>ROW (est.): 666,000          | <b>Responsible Parties:</b> VDOT |
| <b>Issues to Be Addressed:</b>   |   |                                  |
| <b>Milestones:</b><br><ul style="list-style-type: none"> <li>■ Future volumes will require the additional turn lanes, which are to be installed when traffic warrants (expected within the first ten years)</li> </ul> |   |                                  |
| <b>Comments/Notes:</b>   |   |                                  |
| <b>Included in Planning/Budget Document:</b> No.   |   |                                  |



20. This schematic diagram from the US 29 North Transportation Study shows the intersection of Burnley Station Road/Frays Mill Road and US 29. Additional lanes will be part of the improvements made at this intersection. North is to the right and the Greene County boundary is at the right side of the diagram.



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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;"><b>Berkmar Drive Extended</b><br/><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b></p>  |   |
| <p><b>Project Description:</b></p> <p>This road will be a four-lane divided cross section from a new bridge crossing of the South Fork of the Rivanna River to its connection to Hollymead Drive/Meeting Street in the Hollymead Town Center. This road is intended to serve as a neighborhood street with a top speed of 35 miles per hour. Berkmar Drive Extended will extend parallel connectivity on the west side of US 29, offering drivers an alternate route to US 29, especially for local trips. Berkmar Drive Extended, if constructed before US 29 is widened between Polo Grounds Road and Towncenter Drive, will provide an alternate route for traffic diversion during construction on US 29. This project is expected to be completed in three phases:</p> <ol style="list-style-type: none"> <li>1. Initiate an alignment study for the Berkmar Drive Extended bridge over the South Fork of the Rivanna River to help determine the full cost of the bridge based on the chosen crossing location and profile. Study will include environmental reviews.</li> <li>2. Extend existing roadway from northern terminus of Hilton Heights Road to Meeting Street in Hollymead Town Center, including the bridge over the South Fork of the Rivanna River.</li> <li>3. Widen Berkmar Drive from Rio Road to Hilton Heights Road to a 4-lane, undivided section.</li> </ol> |  |   |
| <p><b>Timing:</b> Begin design during first five years and continue until construction is completed.</p>   | <p><b>Estimated Cost:</b></p> <p>Bridge alignment study: \$155,000<br/>                 Bridge &amp; Road: \$25,273,000<br/>                 ROW (est.): 12,637,000<br/>                 (MPO-TIP: see Budget section below)<br/>                 Widen Berkmar Drive: \$15,054,000<br/>                 ROW (est.): 7,527,000</p> | <p><b>Responsible Parties:</b><br/>                 VDOT, TJPDC, County, Property Owners / Developers</p> |
| <p><b>Issues to Be Addressed:</b></p> <ul style="list-style-type: none"> <li>▪ Funding for the alignment study needs to be identified.</li> <li>▪ The study should begin as soon as the Master Plan is adopted in order to determine what the best bridge profile is and the resulting cost of the bridge (expected in the first three years). The full cost of the bridge will be known once the preliminary design of the bridge is complete.</li> <li>▪ The alignment of Berkmar Drive Extended north of the bridge should also be determined at this time, with the right-of-way (ROW) platted to protect the alignment.</li> <li>▪ Property Owners/ Developers may be asked to dedicate ROW and/or construct a portion of Berkmar Drive Extended as part of development of parcels the road crosses. If the parcels do not develop in time, other funding sources for all/part of the costs will be necessary.</li> <li>▪ Widening the section of Berkmar Drive between US 29 and Rio Road may be shifted to the second ten years of Plan implementation, after Berkmar Drive Extended is completed. The widening will be needed after the bridge over the South Fork of the Rivanna is constructed and Berkmar Drive is extended to Hollymead Town Center.</li> </ul>  |  |   |

**Milestones:**

- Completion of the bridge alignment study and design is the first priority during the first five years.
- The location and design of the road north of the bridge is based on available resources.
- If Berkmar Drive Extended, including the bridge, is in place before US 29 is widened to six lanes between Polo Grounds Road and Towncenter Drive, Berkmar Drive Extended could serve as an alternate route, especially for local traffic.
- Bridge design should begin as soon as the Master Plan is adopted so the alignment and cost of both the extension and the bridge can be determined.

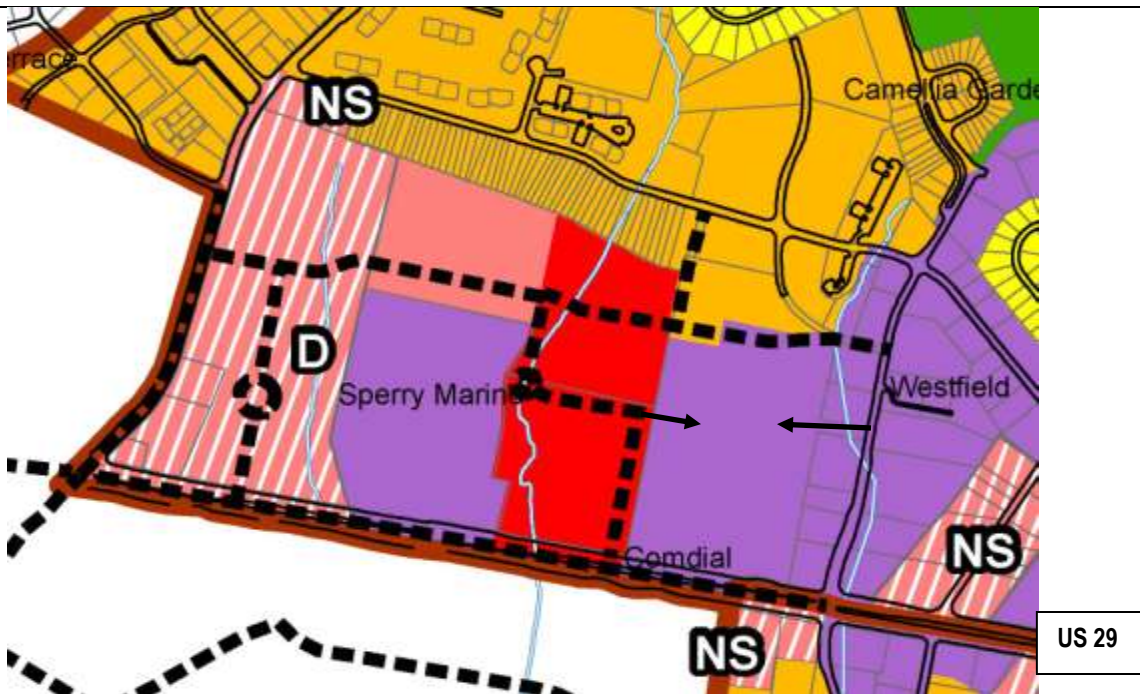
**Comments/Notes:**

**Included in Planning/Budget Document:** Project N-1 in TIP. Remarks/Comments reads: “Assume Developers to build, donate ROW, and/or donate cash for approximately half of the project (2018 estimate \$44,100,000 use \$21,835,000 for plan.”



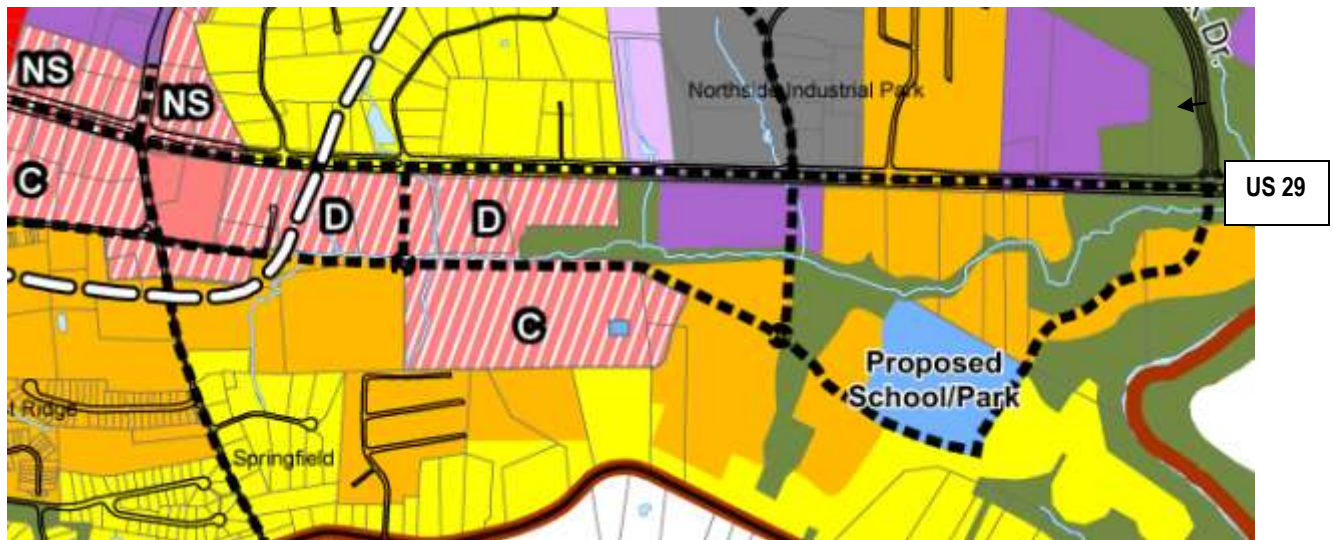
21. This portion of the Future Land Use Map shows the recommended extension of Berkmar Drive over the South Fork of the Rivanna River and north to Hollymead. The extension would run from the current southern end of Berkmar Drive at Hilton Heights Road (visible at the left edge of the diagram) to a planned connection with Meeting Street in the Hollymead Town Center, shown on the right side of the map. North is to the right.

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| <b>Project Reference No.</b><br><br><b>22</b>   | <b>Project Title:</b><br><br>Albemarle Place: Construct Street System                 |   |
| <b>Project Description:</b><br>The developer of Albemarle Place has proffered a network of internal streets connected to Hydraulic Road, US 29, and the Comdial property. The major north-south street, Albemarle Place Drive, will run from Hydraulic Road north to Fourth Street. Albemarle Place Drive will be a three-lane cross section with parking. These internal streets will provide an essential part of the local street network. The timing of construction is dependent on development of the property. |   |   |
| <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><br><ul style="list-style-type: none"> <li>▪ The timing is set by the Albemarle Place proffers; construction is dependent on private development decisions.</li> </ul>  |   |   |
| <b>Comments/Notes:</b> The connection from Albemarle Place northward to Greenbrier Drive will be dependent on redevelopment in the area near the "Comdial" site.  |   |   |
| <b>Included in Planning/Budget Document:</b> No.  |   |   |



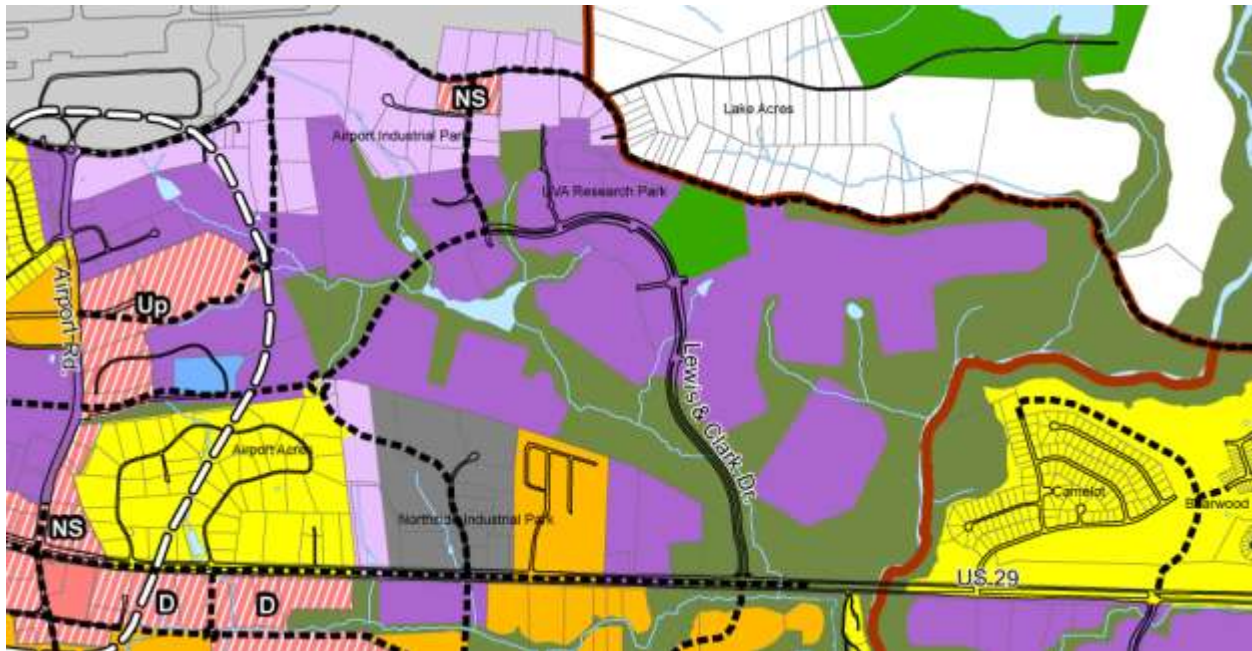
22. This portion of the Future Land Use Map shows the network of streets that are part of the approved Albemarle Place development. These streets will be constructed as part of the development. The connection from Fourth Street to Greenbrier Drive indicated with arrows may be made instead of the connection shown with a dashed line. North is to the right.

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| <b>Project Reference No.</b><br><br><b>23</b>  | <b>Project Title:</b><br><br>North Pointe: Construct Street System                    |   |
| <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><br>■ Timing set in proffers; construction is dependent on private development decisions.  |   |   |
| <b>Comments/Notes:</b>   |   |   |
| <b>Included in Planning/Budget Document:</b> No.   |   |   |



23. 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 (east of) US 29.

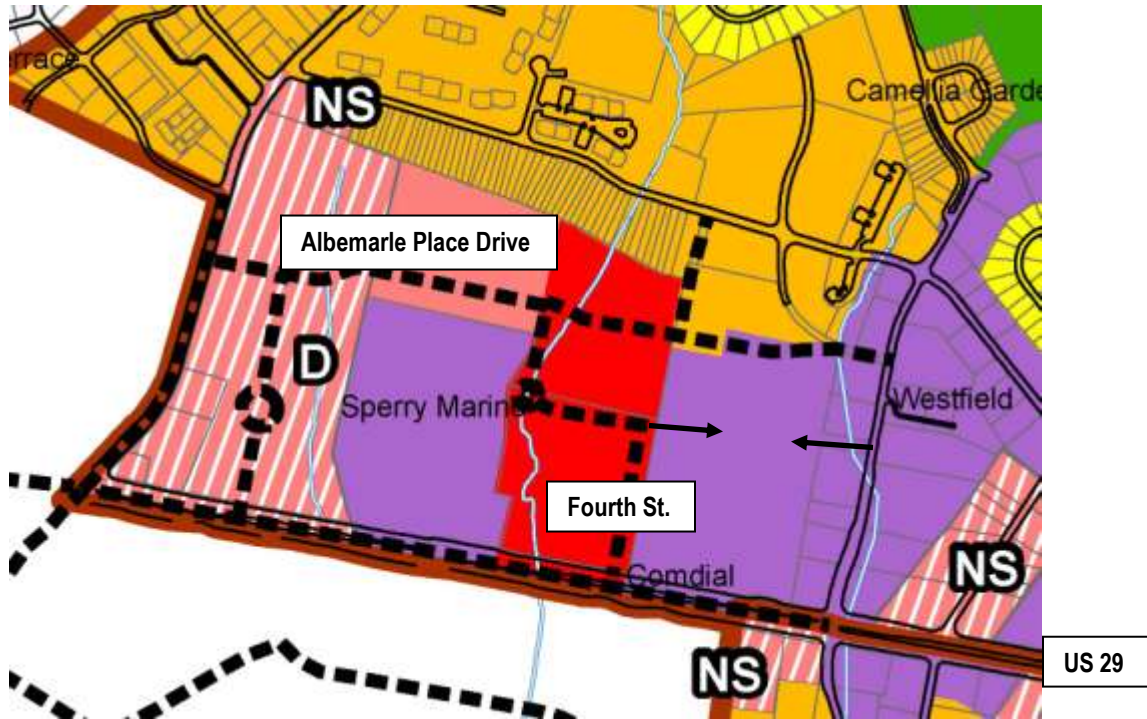
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| <b>Project Reference No.</b><br><br><b>24</b>  | <b>Project Title:</b><br><br>University of Virginia Research Park: Construct Street System |   |
| <b>Project Description:</b><br>The street network within the Research Park will provide a parallel 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.  |  |   |



24. 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><p style="text-align: center;"><b>25</b></p>   | <b>Project Title:</b><br><br><p style="text-align: center;">Construct Albemarle Place Drive Extended from Fourth St. to Greenbrier Drive</p> |   |
| <p><b>Project Description:</b></p> <p>This project begins north of the segment of Albemarle Place Drive that will be constructed as part of the Albemarle Place development. Albemarle Place Drive Extended will extend parallel connectivity on the west side of US 29 along a commercial street as an alternative to using Commonwealth Drive, which is lined with residential (and some commercial) uses.</p> <p>The US 29 North Transportation Study showed this street extending further north beyond Greenbrier—all the way to Berkmar Drive. The suggested route would have continued through the parcels now occupied by motels and businesses until it connected with Premier Circle and followed that alignment. At Dominion Drive, the road would have traveled through the Shopper’s World development to reach Berkmar Drive.</p> <p>The segment of the road along Premier Circle would have followed the current alignment of Premier Circle and would have been designed to address homeowners’ concerns. It was not anticipated that this portion of the alignment will require dedication of any of the backyards of homes facing Commonwealth Circle; the alignment would have used the existing roadway (Premier Circle) and, where necessary, portions of the redeveloping commercial property.</p> <p>The segments of the road north of Greenbrier Drive have been removed from the Future Land Use Map at the request of homeowners and businessowners in the area. However, a north-south road (interparcel connections) that would serve as a parallel road (to US 29) remains a useful concept and should be considered whenever commercial property in the area redevelops. Construction of this segment is dependent on and would be triggered by the redevelopment of parcels now occupied by motels and other businesses. Construction is not expected to begin until all of the necessary right-of-way has been acquired. Impact to adjacent residential areas should be avoided.</p> <p>The segment from Dominion Drive to Berkmar Drive would extend through the current Shopper’s World shopping center. This segment is not expected to be constructed until the shopping center redevelops.</p> |  |   |
| <b>Timing:</b><br>Throughout 20-year implementation timeframe, largely dependent on redevelopment  | <b>Estimated Cost:</b>   | <b>Responsible Parties:</b><br>Property owners/County |
| <p><b>Issues to Be Addressed:</b></p> <ul style="list-style-type: none"> <li>▪ From Greenbrier Drive to Dominion Drive, as commercial property redevelops, the County needs to watch for opportunities to obtain dedication of a road alignment.</li> <li>▪ Residents of the Premier Circle neighborhood have expressed concern about proximity to the realigned road. They will need to be involved in the design of the any road near their neighborhood.</li> </ul>   |  |   |

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| <p><b>Milestones:</b></p> <ul style="list-style-type: none"> <li>Construction is largely dependent on redevelopment of commercial properties adjacent to the proposed alignment.</li> </ul> |
| <p><b>Comments/Notes:</b></p>   |
| <p><b>Included in Planning/Budget Document:</b> No.</p>   |



25. Albemarle Place Drive runs from the left side of this portion of the Future Land Use Map at Hydraulic Road north through the Albemarle Place development, then behind the Comdial building to Greenbrier Drive. It will serve as a parallel route to US 29 for local traffic. The two arrows represent a possible alternate route.

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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</b><br><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b> |   |
| <b>Project Description:</b><br>Continue to implement Priority Transit service in the Charlottesville-Albemarle area from Charlottesville to the Rio Road/US 29 intersection area, then, ultimately to Hollymead and Piney Mountain [see also <i>Charlottesville-Albemarle Regional Transit Authority Draft Final Report, August 2008</i> ]  |  |   |
| <b>Timing:</b> Begin during the first five years and continue throughout the 20-year Plan timeframe.  | <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, and with potential extension to Hollymead/Piney Mountain.</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 ultimately serve the entire 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. Recommended locations for many of these improvements are shown on the Parks & Green Systems Map.   |  |  |
| <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><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 #28)</li> </ul> |  |  |

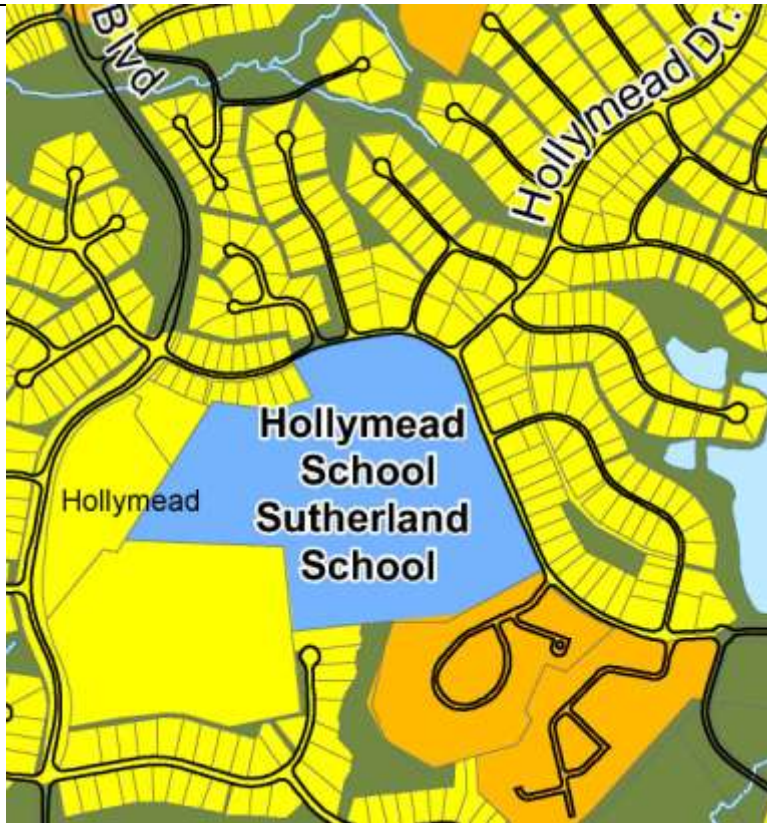
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| <b>Project Reference No.</b><br><br><b>28</b>   | <b>Project Title:</b><br><br><b>US 29 Pedestrian Crossovers / Crossings</b> |   |
| <b>Project Description:</b><br>At-grade or grade-separated crossings between the City limits (Hydraulic Road) and 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 60 for a long-term pedestrian improvement in the Fashion Square Mall area.) |   |   |
| <b>Timing:</b> Begin during the first five years and continue throughout the Plan timeframe   | <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 and 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>  |   |   |

**28. Specific locations for these improvements have not yet been identified. However, general locations are recommended on the Parks & Green Systems Map.**

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| <b>Project Reference No.</b><br><br><b>29</b>  | <b>Project Title:</b><br><br><b>Northtown Trail</b> |  |
| <b>Project Description:</b><br>Create a trail system that extends from the Hollymead Development Area to Downtown Charlottesville, approximately six 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.<br><br>Thomas Jefferson Planning District Commission staff are developing a conceptual trail, beginning with a possible route in the City and continuing into the County. The proposed route is described and illustrated in the “Conceptual Trail” publication prepared by the TJPDC. Ultimately, the proposed route would extend from the UVA Research Park off US 29 in the Hollymead area to Downtown Charlottesville, and to UVA. This commuter “trail” is intended to promote multimodal transportation options along the often congested US 29 corridor. TJPDC staff is researching what facilities exist, what will be constructed in the near future, and what is planned for the long term. The Downtown Trail Steering Committee, which is made up of representatives from the City of Charlottesville, Albemarle County and VDOT, will guide work on this project, whose overall goal is to create a non-vehicular transportation link between the residential and employment centers of the City and County. |   |  |
| <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><br><ul style="list-style-type: none"> <li>▪ Identify specific route for trail.</li> <li>▪ Design and consider possible locations in the County 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><br><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>   |   |  |
| <b>Included in Planning/Budget Document:</b> TIP: N-10.  |   |  |

29. See the TJPDC publication “Conceptual Trail” for a diagram of the proposed route.

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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><p><b>Included in Planning/Budget Document:</b> Programmed in current CIP: 2017 – 2018, with construction expected to begin in 2018-2019. The project's start date was moved back due to the new capacity formula and new enrollment projections.</p>  |   |  |

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>Monitor long-term needs for future Fire/Rescue service improvements |  |
| <b>Project Description:</b><br>This project represents an ongoing 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 the 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><br><ul style="list-style-type: none"> <li>▪ Monitor the need to augment service to the area.</li> </ul>  |  |  |
| <b>Milestones:</b><br><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>33</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>The project involves 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> Throughout the 20-year implementation timeframe  | <b>Estimated Cost:</b><br>NA   | <b>Responsible Parties:</b> Albemarle County Police 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>34</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 areas 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><br><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><br><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>35</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 efficient and effective recycling service to the Places29 area, either through services provided directly by haulers and/or through strategically located recycling center locations</li> <li>▪ A potential site (proffered) for a recycling center in Hollymead should be maintained until such time as the need for such a facility can be better defined</li> <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>▪ Meet public expectations, State mandates, and environmental impacts, service needs, and efficiencies.</li> </ul>  |  |  |
| <b>Comments/Notes:</b>  |  |  |
| <b>Included in Planning/Budget Document:</b> Project recommended for deferral due to the current (2010) reevaluation of the solid waste management system in the City/County, including recycling services (and also funding).  |  |  |

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| <b>Project Reference No.</b><br><br><b>36</b>   | <b>Project Title:</b><br><br><b>New Middle/High School</b>                            |   |
| <b>Project Description:</b><br>Acquire land to address the projected needs for a new middle and high school in the Places29 area. Approximately 100 acres would be needed to accommodate the two schools and the associated athletic and recreational facility needs. Site assessment costs for appraisers, engineers, topo survey, and borings are in the FY 2018-2019 CIP, and the land purchase costs are in FY 2019-2020.   |   |   |
| <b>Timing:</b> Site selection to begin the first ten years of Plan implementation   | <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, or beyond</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>37</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 area 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>38</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>  |   |   |

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| <b>Project Reference No.</b><br><br><b>39</b>  | <b>Project Title:</b><br>Greenway along the Rivanna River/North Fork of the Rivanna River<br><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b> |  |
| <b>Project Description:</b><br>As shown on the Parks & Green Systems Map.  |  |  |
| <b>Timing:</b> Begin during the first five years   | <b>Estimated Cost:</b><br>\$175,000  | <b>Responsible Parties:</b> County, Property owners/Developers |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>▪ Complete development of the Rivanna River Greenway from Ivy Creek Natural Area to Darden Towe Park (\$100,000).</li> <li>▪ Complete development of North Fork Rivanna River Greenway from Chris Greene Lake to eastern Development Area boundary (\$75,000).</li> <li>▪ Includes field space.</li> </ul> |  |  |
| <b>Milestones:</b>   |  |  |
| <b>Comments/Notes:</b> Development will be forwarded by volunteer construction services and the donation of land or easements, which reduce the total estimated cost of construction.  |  |  |
| <b>Included in Planning/Budget Document:</b>   |  |  |

**39. See the Parks & Green Systems Map for the proposed location of this greenway.**

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| <b>Project Reference No.</b><br><br><b>40</b>   | <b>Project Title:</b><br>Recommended trails and trail connections from adjacent and nearby neighborhoods to the Greenway network |   |
| <b>Project Description:</b><br>See the Parks & Green Systems Map for recommended trail locations and connections.   |  |   |
| <b>Timing:</b> throughout 20-year implementation timeframe  | <b>Estimated Cost:</b><br>Variable, to be determined   | <b>Responsible Parties:</b> County, Homeowner Associations, Property Owners |
| <b>Issues to Be Addressed:</b> <ul style="list-style-type: none"> <li>■ Provide for these connections with private development/proffer, neighborhood association effort, or Parks &amp; Recreation Dept.</li> </ul>   |  |   |
| <b>Milestones:</b>  |  |   |
| <b>Comments/Notes:</b> Strong efforts are being made by County Parks & Recreation Dept. staff to facilitate donations of easements/ROW/dedications of lands and volunteer efforts to construct these types of connections. The Greenway Program is funded at \$50,000 in the CIP. These funds are used as necessary to support development of the greenway system and strategic neighborhood connections. |  |   |
| <b>Included in Planning/Budget Document:</b> CIP  |  |   |