**Southern and Western Neighborhoods**

**Introduction**
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 there. 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 Development Areas Chapter and Appendix of the Comprehensive 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.

As with all Master Plans for the Development Areas, it is a part of the Comprehensive Plan. Other Comprehensive Plan recommendations also apply to the Master Plans as they relate to the “whole” of the County.

**Existing Conditions**
The Southern and Western Neighborhoods are located adjacent to the City of Charlottesville and adjacent to the 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. The general location of the Southern and Western Neighborhoods is shown in Figure 1.

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.

The Western Neighborhood is bounded on the east by the City of Charlottesville limits, on the south by Moores Creek and I-64, on the west by the South Fork Rivanna River watershed boundary, and on the north by the Bennington Woods subdivision just south of Hydraulic Road.

**Area B**

Area B is an area for cooperative planning with the City of Charlottesville and the University of Virginia (UVA) because of the County’s 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. More information on Area B is found Chapter 1 of the Comprehensive Plan. The information below is repeated from that chapter. A

The three-party agreement creating PACC established areas where collaborative planning would take place – Areas A, B, and C. The Areas are shown on Figure 2 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 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 Figure 3. Land use recommendations for lands in Area B are found within this Master Plan.
Figure 2: Areas A and B within the Southern and Western Neighborhoods
Figure 3: Relationship of A & B Areas to the Southern and Western Neighborhoods
Environmental Characteristics

Environmental features are shown in Figure 4. Streams, slopes, wetlands, and floodplain exist within both neighborhoods. Moore’s Creek acts as the boundary between the City and the Southern Neighborhoods.

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.

The quality of life expected by many residents corresponds directly to the availability of parks and green systems that are available to residents. Green systems refer to undeveloped land or open space with important environmental features. Green system areas are identified on the Land Use Plan in a green color. A large portion of the land area within the Southern Neighborhood is forested as seen in Figure 4. 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.

The Western Neighborhoods share Morey Creek with the City and the headwaters of Meadow Creek 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 Uses

Residential
The Southern Neighborhood contains 3,979 dwelling units, and an estimated population of 8,700 people (2012). Of these units, 1,493 are single-family detached, 574 are single-family attached or townhouses, 1,500 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.

The Western Neighborhood contains 2,861 dwelling units, and an estimated population of 6,265 people (2012). Of those units, 850 are single-family detached, 401 are single-family attached or townhouses, and 1,600 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, Canterbury Hills, Hessian Hills, Queens Charlotte, University Village, Colonnades Retirement Community, Hunting Village, and Ivy Apartments.

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.
In the Western Neighborhood, 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**
In the Southern Neighborhood, 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.

In the Western Neighborhood, 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 most prominent land uses in the Southern Neighborhood are institutional uses. Institutional uses include the Piedmont Virginia Community College, Monticello High School, the Regional Joint Security Complex, the National Guard Armory, and several churches. The Tandem School, a private school, is located in the eastern part of this Neighborhood.

The UVA 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 (COB-5th). 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**
In the Western Neighborhood, other uses include the McCormick Observatory (north of Fontaine Avenue) and Camp Holiday Trails which is located in a wooded, hilly area immediately north of I-64.

**Existing Community Facilities and Services**
Existing community facilities are services are described below. More information on each community facility type listed below can be found in the Community Facilities and Services Chapter of the Comprehensive Plan.

**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 (COB-5th). Geographic policing service is provided from this facility. Fire Rescue service is provided from the Monticello Fire Rescue Station located on Mill Creek Drive.

The Regional Emergency Communications Center (ECC), located on Ivy Road in the Western Neighborhoods, dispatches all emergency calls to County fire departments, rescue squads, and the region’s police departments.
Figure 4: Southern and Western Neighborhoods Environmental Features Map
Schools
There are two public schools located in the Southern Neighborhood: Cale Elementary on Avon Street Extended and Monticello High School on Mill Creek Drive. There are no existing public schools in the Western Neighborhoods. School district boundaries change with growth in the County and are therefore not permanent. At present, Cale Elementary currently serves most of the Southern Neighborhoods while Murray and Greer Elementary Schools serve most of the Western Neighborhoods. Burley Middle School currently serves part of the Southern Neighborhood closest to the City of Charlottesville. Walton Middle School serves the rest of the Southern Neighborhood while Henley and Jouett Middle Schools serve parts of the Western Neighborhoods. Monticello High School currently serves all of the Southern Neighborhood. Western Albemarle and Albemarle High Schools serve parts of the Western Neighborhoods.

Library Services
Library service is provided by the downtown branch of the Jefferson-Madison Regional Library (JMRL). There are currently no branches of the JRML system in the Southern or Western Neighborhoods.

County Government Buildings
The Southern Neighborhood houses the County Office Building (COB) on 5th Street Extended. This facility houses the Charlottesville-Albemarle Commission on Children and Families, Fire Rescue, Housing, Police, Social Services, Virginia Cooperative Extension, and Voter Registration.

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 that 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.

Solid Waste Management
Solid waste management addresses collection and disposal of domestic solid waste for residences, institutions, businesses, and industries, and also includes inert construction debris, brush, yard waste and vegetative debris. It does not include wastewater treatment or hazardous waste facilities. Hazardous waste is a solid waste management issue that is addressed through the TJPDC Regional Solid Waste Management Plan, the policies of the Rivanna Solid Waste Authority, and the County’s Environmental Management Policy.

Solid waste collection service to all County residents, including in the Southern and Western Neighborhoods, is provided by private haulers. A solid waste transfer station is provided at the site of a closed landfill, the Ivy Materials Utilization Center (Ivy MUC) located between Crozet and the Western Neighborhoods.

Existing Parks and Green Systems
Figure 5 provides the Parks and Green Systems Map for the Southern and Western Neighborhoods. 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. More information on Parks and Green

Southern and Western Neighborhoods Master Plan Draft January 24, 2014
Systems can be found in the Parks and Recreation, Greenways, Blueways, and Green Systems Chapter of the Comprehensive Plan.

Environmental features include streams, stream buffers, floodplains, wetlands, and systems of steep slopes. Preservation of these features is expected. Parks and Greenways include public parks, such as the future 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 in Area B and are areas of importance to the community because they are mostly on critical slopes and are highly visible.

Greenway Trails
Existing and proposed trails are shown on the Parks and Green Systems Map (Figure 5). These trails include public trails, trails owned by the Rivanna Trails Foundation, and some privately owned trails.

Existing Transportation Systems
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. As of 2012, both roadways are in “good” condition as classified by the Virginia Department of Transportation (VDOT) based on pavement condition and ride quality. 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 Extended at the City Public Works Yard. The portion of Route 631 (Old Lynchburg Road) south of Sunset Avenue Extended 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.
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 Western Neighborhood.

Future Land Use

Future Land Use Plan

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 shows areas designated for development, the type of development that is desired, and green systems that should be preserved. The Future Land Use Plan and the Future Land Use Categories Guidelines Chart are found in Figures 6 and 7 respectively.

Centers

As described in the Neighborhood Model Design section of the Comprehensive Plan, centers are focal points or “places” in an area where people 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 half to one quarter mile walk zone from residences, and one third to one half mile from transit stops. Centers are denoted on the Land Use Plan with a large "C."
Figure 7: Southern and Western Neighborhoods Future Land Use Plan Designations and Guidelines
(see next page)
### Land Use Categories and Guidelines

<table>
<thead>
<tr>
<th>Designation</th>
<th>Neighborhood Density Residential – Low</th>
<th>Neighborhood Density Residential – High</th>
<th>Urban Density Residential</th>
<th>Neighborhood Mixed Use</th>
<th>Community Mixed Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Use</td>
<td>Residential use, in single-family detached units.</td>
<td>Residential use, in single-family detached units, and multi-family units, and mixed-use development.</td>
<td>Residential use, in single-family detached units, and multi-family units, and mixed-use development.</td>
<td>Residential use, in single-family detached units, and multi-family units, and mixed-use development.</td>
<td>Residential use, in single-family detached units, and multi-family units, and mixed-use development.</td>
</tr>
<tr>
<td>Secondary uses allowed within these districts</td>
<td>Shopping centers, community centers, public facilities, educational facilities, institutional uses, churches, and religious centers.</td>
<td>Shopping centers, community centers, public facilities, educational facilities, institutional uses, churches, and religious centers.</td>
<td>Shopping centers, community centers, public facilities, educational facilities, institutional uses, churches, and religious centers.</td>
<td>Shopping centers, community centers, public facilities, educational facilities, institutional uses, churches, and religious centers.</td>
<td>Shopping centers, community centers, public facilities, educational facilities, institutional uses, churches, and religious centers.</td>
</tr>
</tbody>
</table>

| Average | 2.0 | 2.5 | 3.0 | 3.5 |
| Weight | 1.0 | 1.0 | 1.0 | 1.0 |

### Photo Descriptions

- **Southern Village of Vienna, VA**: Single-family detached homes.
- **Mountainside Village, WA**: High-density residential development.
- **Mountaintop Village, MD**: Multi-family residential units.
- **Old Town Village Center, VA**: Mixed-use development.
- **Barnesville, MD**: Commercial and retail use.
- **Neighborhood Center, CA**: Community services and amenities.
- **Community Services Building: Multi-family units in Old Trail Village Center, VA**: Mixed-use development.
# Proposed Land Use Categories and Guidelines – Southern and Western Neighborhoods and Village of Rivanna

<table>
<thead>
<tr>
<th>Designation</th>
<th>Regional Mixed Use</th>
<th>Office/ R&amp;D/ Flex/ Light Industrial</th>
<th>Industrial</th>
<th>Institutional</th>
<th>Parks and Open Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.8.56</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Proposed Land Use Categories

- **Historic and Commercial:** Includes commercial uses that are consistent with the historical and commercial character of the area. These uses are typically small in scale and are located along traditional commercial corridors.
- **Residential:** Includes single-family homes, multifamily buildings, and townhouses. Residential uses are encouraged in areas defined as residential or in areas designated for residential development.
- **Office:** Includes office buildings that support business and professional activities. These uses are typically located along traditional commercial corridors and are designed to attract employees who work in the area.
- **Retail:** Includes retail uses that support local businesses and amenities. These uses are typically located along traditional commercial corridors and are designed to attract customers who visit the area.
- **Light Industrial:** Includes light industrial uses that support manufacturing and production activities. These uses are typically located along traditional commercial corridors and are designed to attract employees who work in the area.
- **Institutional:** Includes institutional uses that support educational, healthcare, and other public services. These uses are typically located along traditional commercial corridors and are designed to attract users who visit the area.
- **Parks and Open Spaces:** Includes parks, open space areas, and other natural areas that are designed to provide recreational opportunities and enhance the quality of life in the area.

### Key Considerations

- **Historic and Commercial:** These uses should be consistent with the historical and commercial character of the area. They should be located along traditional commercial corridors and should support local businesses and amenities.
- **Residential:** These uses should be designed to complement the existing residential character of the area. They should be located in areas that are consistent with the area's density and scale.
- **Office:** These uses should be located along traditional commercial corridors and should be designed to attract employees who work in the area. They should be designed to support the area's economic development goals.
- **Retail:** These uses should be located along traditional commercial corridors and should be designed to attract customers who visit the area. They should be designed to support the area's economic development goals.
- **Light Industrial:** These uses should be located along traditional commercial corridors and should be designed to attract employees who work in the area. They should be designed to support the area's economic development goals.
- **Institutional:** These uses should be located in areas that are consistent with the area's density and scale. They should be designed to support the area's educational and healthcare needs.
- **Parks and Open Spaces:** These areas should be designed to enhance the quality of life in the area. They should be located in areas that are consistent with the area's density and scale.
There are 16 centers in the Southern and Western Neighborhoods. Individual snapshots of portions of the Future Land Use Plan Map highlight each center below. Generally, an arrow from the caption to the “C” icon identifies the location of the center.

1. The **Boar’s Head complex** (Figure 8) 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. It is recommended for Neighborhood Mixed Use.

2. The **Ivy Road Shopping Center** (Figure 9) is an existing center of mixed use, designated for Commercial Service, made up of retail, office, higher density residential, and educational use. No future development is anticipated. This area has access to significant outdoor public recreation amenities located on Mount Jefferson, owned by the University of Virginia. It is part of **Area B** and recommended for Community Mixed Use.

3. The Grounds of the **University of Virginia (UVA, Figure 10)** are designated for Institutional use. UVA and Monticello form a United Nations Educational, Scientific, and Cultural (UNESCO) world heritage site. 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.

---

*Figure 8: Boar’s Head Area*

*Figure 9: Ivy Road Shopping Center*

*Figure 10: The Grounds at the University of Virginia*
4. The center located at Morey Creek is a future center located in Area B (Figure 11). 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 that the uses be limited to office uses and commercial uses in conjunction with 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.

Figure 12: Fontaine Research Park

5. Fontaine Research Park is also located in Area B (Figure 12). 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 of this Master Plan.

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.
6. Property adjacent to the **Rt. 29 South and I-64 interchange** (Figure 13) 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 across the front of the property. Roads into the site will likely affect environmental features shown on the southwestern part of the area. Disturbance will be necessary to provide for a road that can meet State standards for entrance spacing standards from the Interstate 64 interchange.

Any future improvements to the interchange may affect the size of the properties and developers should coordinate with the Virginia Department of Transportation (VDOT) on future plans for interchange improvements.

**Figure 14: Granger Center**

7. The **Granger Center** and site (Figure 14) is located in **Area B** near the Fontaine Research Park. Neighborhood Density Residential land use and Parks and Green Systems areas 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. Development of the site should be timed with roadway improvements to ensure an adequate level of service.

A new center may be located on the site. If built, it should provide supporting commercial services of a Neighborhood Mixed Use scale that can serve nearby multi-family residential development. This area is part of the proposed Sunset-Fontaine Connector road project, discussed in the Transportation Section of this Master Plan.

**Figure 15: County Office Building**

8. The **County Office Building at 5th Street (COB 5th)** (Figure 15) 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.
9. The **Southwood** (Figure 16) 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. It is recommended for Urban Density Residential development.

Redevelopment of the Southwood Mobile Home Park should be as a mixed-income, mixed use community. 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. At this time, Habitat for Humanity is planning for the redevelopment of the mobile home park as a mixed-income, mixed-use community. During the planning stage, opportunities may exist for the County to partner with Habitat for Humanity to help request grant money, significantly improve and expand the regional inventory of affordable housing, tie into the transportation network throughout the area, and if Habitat for Humanity is able to exchange land owned by the State for Biscuit Run State Park, obtain land to add to the County inventory of playing fields.

**Figure 16: Southwood Mobile Home Park**

10. **Avon Street Extended Center** (Figure 17) is an area of existing mixed use, which includes industrial, mixed residential density, retail, and educational uses across from the Mill Creek residential development. The Mill Creek Industrial Park as well as the shopping area are Centers. Several bicycle and pedestrian improvements are proposed for this area and are discussed in the pedestrian and bicycle recommendations of this Master Plan. Several land use designations are recommended near this Center including Community Mixed Use, Urban Density Residential, Industrial, and Institutional.
The future Biscuit Run State Park (Figure 18) site is a future Center for the Southern and Western Neighborhoods, as well as the adjacent Rural Area. Planning for this future park is occurring between the County and the State. The property is retained in the Development Areas because of any desired connections to public water and sewer in the future. 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. These sensitive areas along with the rest of the park are designated for Parks and Green Systems.

State legislation was approved which would allow for small area land exchanges with both the Breeden parcel and Southwood Mobile Home Park. The Breeden parcel is a 36 acre privately owned property surrounded by land for the future State park. It is recommended as Neighborhood Density residential to accommodate 100 available dwellings under zoning in existence in 2013. The 36 acres could be exchanged for a different 36 acres on the State park property. If intended for residential development, the residential use should occur west of the Biscuit Run stream and closer to Old Lynchburg Road.

The 36 acre parcel’s unique location surrounded by parkland lends itself to several different types of uses including residential use, artisan and craft activities, outdoor recreation, lodging in association with the park, a location for events, and agribusiness uses. Any alternate 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.

The area north of I-64 between Fifth and Avon Streets (Figure 19) is a regional retail center designated for Regional Mixed Use that is currently under development. 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 sidewalks.
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.

13. The site of the Monticello Fire Rescue Station (Figure 20) is an area of large public land holding. Monticello High School, the fire rescue 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.

14. The Piedmont Virginia Community College (PVCC) (Figure 21) is another large Institutional use site in Area B. It is currently a center that provides for education and employment. It has significant greenspace and opportunities for future greenways which can be easily accessible to the surrounding community.

15. The former Blue Ridge Hospital Site (Figure 22) in Area B is a new center on property located at the Route 20 South interchange with I-64. While it is mainly 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 Virginia 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 Routes 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 alternatively, not rise above 10’ of screening. Setbacks from buffers and/or additional screening should be considered when the land is developed.

New buildings and exterior materials and colors should be compatible with the wooded setting and rural surroundings. Existing environmental resources, such as streams, critical slopes, and trees, should be retained to the greatest extent possible.

With future development, the main entrance to the site must comply 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.

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.

16. Woolen Mills (Figure 23) is an existing center that is not immediately 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. Portions of this property are recommended for Office/R&D/Flex/Light Industrial use.

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 buildings outside of the floodplain may be intensified.

Several parcels near the center on Market Street are recommended as Neighborhood Density Residential. Formerly designated for industrial use, these properties contain existing houses. The depth of the lots would not easily support redevelopment to industrial uses. However, the houses themselves could be redeveloped for non-residential uses, such as offices. This neighborhood has been identified through the 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 important due to significant development potential. These areas are as follows are described on the following pages.
1. The **Birdwood** property (Figure 24), currently owned by the University of Virginia Foundation is the University’s golf course. It is shown for Institutional use. It is affiliated with the adjacent Boar’s Head Resort, which is also owned by the UVA Foundation. Encompassing over 500 acres, the property is an Area B and includes an 18-hole golf course as well as a historic mansion and dependencies near the entrance to the property. The golf course is available to students, faculty, and the general public. The mansion provides a venue for University related events.

In the future, this large property may serve a more intensive function than it does presently. Possible considerations include but are not limited to a mixed-use area near the entrance and residential uses for other parts of the property not designated as a part of the Parks and Green Systems designation. Before further development of the property occurs, a change in land use designation on Future Land Use Plan for the Southern and Western Neighborhoods will be needed.

The historic mansion and important outbuildings should be retained in any future development. An interconnection to the Boar’s Head property should be provided. Pedestrian connections to nearby residential developments should also be considered.

2. The **area between Rt. 20 South and Avon Street Extended** (Figure 25), just north of where the two roadways intersect is near the southern boundary with the Rural Area. A large area of land designated for Office/R&D/Flex /Light Industrial use is bounded on the north and south by urban density residential land. The Office/R&D/ Flex/Light Industrial designated land is expected to be an area for further development, especially to provide for light industrial uses and employment.

The Parham parcel, in particular, has a higher set of expectations. Currently an undeveloped parcel, this property could be developed...
solely for Office/R&D/Flex/Light Industrial for target industries or contain a mixture of uses, including residential, but not including retail. The most important features for any development of the Parham parcel include a pedestrian orientation, building and spaces of human scale, relegated parking, and site planning that respects terrain. It is especially important that sensitivity to the Entrance Corridor and adjacent residential parcels be used when developing this parcel. Attention must be paid to building massing, scale, lighting, location of loading bays, and other aspects which might have negative impacts on adjoining properties and properties in the area. Architectural features, screening, and landscaping techniques should be used to help mitigate impacts.

3. The southern portion of the Mosby Mountain subdivision and the approved Whittington (Figure 26) 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 per 2 acres.

![Figure 26: Mosby Mountain & Whittington](image)

![Figure 27: Foxhaven Farm Area](image)

4. The Foxhaven Farm (Figure 27) is in Area B and is located south of the Birdwood Golf Course and north of I-64. A portion of the property is under a conservation easement. Designated for Neighborhood Density Residential use, this property may also be used for educational uses, including but not limited to, a research station.
5. The **Southpointe property** (Figure 28) is 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 interstate interchange for shipping.

![Figure 28: Southpointe property](image)

6. The **Westover property** (Figure 29) is in **Area B** and is located west of the Route 250 Bypass. 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 Area. Development of the portion in the Rural Area should be in keeping with Rural Area Chapter recommendations. 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.

![Figure 29: Westover property](image)

7. The **Galaxy Farm Property** (Figure 30) 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.

![Figure 30: Galaxy Farm Property](image)
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 (see Figure 31):

1. Avon Street to Route 20 South and Fifth Street to Avon Street – 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 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.

Southwood Site – 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. It is recommended for Urban Density Residential development.

Redevelopment of the Southwood Mobile Home Park should be as a mixed-income, mixed use community. 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.

2. 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 1994 Ivy Road Design Study which can be found in the Reference documents. These 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. Redevelopment of the area with transportation improvements is seen as a high priority.
Figure 31: Map of Priority Areas for Southern and Western Neighborhoods
Figure 3: Future Transportation Network Plan for the Southern and Western Neighborhoods

Legend
- Intersection Improvement
- Proposed Improvement of Existing Roadway
- Proposed Roadway
- Possible Additions to Roadway Network (Beyond 2040)
- Conceptual Roads for Connectivity
- Primary Roads
- Private Roads
- Railroads
- Major Waterbodies & Streams
- Development Area Boundaries
- Other County Development Areas
- City/Town
- County Boundary

Roadway Network additions necessary to support private development should be integrated into network for connectivity.
Plan for Future Community Facilities and Services
The following are goals related to Community Facilities specifically for the Southern and Western Neighborhoods. Park facilities and transportation facilities are described in separate sections.

Water and Sewer Service
Particular improvements proposed for the public water and sewer system for the Southern and Western Neighborhoods may be found in the Community Facilities and Services Chapter of the Comprehensive Plan where public water and sewer are discussed.

Police and Fire Rescue
No new police or fire rescue facilities are currently planned for the Southern and Western Neighborhoods. The Police Department plans to utilize their existing headquarters at COB 5th as the district station to serve the district which includes both the Southern and Western Neighborhoods. More information on Police and Fire rescue is in the Community Facilities chapter of the Plan.

Library Service
There is currently no public library in the Southern or Western Neighborhoods. It is recommended that the feasibility of constructing a new library facility to serve the Southern Development Areas be evaluated. A county-owned site near Monticello High School and the Monticello Fire Rescue Station may provide sufficient area and an appropriate location.

Plan for Future Parks and Green Systems
The following recommendations relate to Parks and Green Systems specifically for the Southern and Western Neighborhoods.

Natural Resource Protection Recommendations:
Preserve environmental features include streams, stream buffers, floodplains, wetlands, and systems of steep slopes. Special attention is needed for the following:
- The stream buffers, systems of steep slopes, floodplain, and wetlands adjacent to the Rivanna River, Moore's Creek, and Biscuit Run should be preserved. Establish greenways to protect the resources of these areas.
- 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 and Scenic Resource Protection Recommendations:
- Consider preservation needs of the vista from the Monticello mountaintop for tourists who visit Monticello;
- Preserve and maintain the vegetation that exist along Entrance Corridors and especially along I-64 and Route 250 East 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.
• Any future property development that occurs on Lewis Mountain is recommended to minimize the disturbance of wooded areas and critical slopes found there.

Parks and Green Systems Recommendations:
• Maintain and improve parks facilities associated with the Monticello High School and Cale Elementary School;
• Continue to work with the State to develop a plan for the Future Biscuit Run State Park and ensure active recreation facilities are included in the State Park Master Plan for Biscuit Run; and
• Work with the State to develop an interim plan for the future Biscuit Run State Park to ensure that residents have access to trails and other natural areas. Ensure active recreation uses are permitted on the property until the State Park Master Plan is completed.

Trails Recommendations:
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.

Plan for Future Transportation Network

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. The Future Transportation Network Plan is found in Figure 32. Recommended transportation improvements for the Southern and Western Neighborhoods are as follows:

1. **Fifth Street - Avon Street Connector Road/Bent Creek Drive Recommendations** (Figure 33):

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.
2. **Galaxy Farm Lane Property Recommendations** (Figure 34):

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. When constructed the street should have curb, gutter, street trees, sidewalks, and bike lanes.

3. **Whittington Property Road Recommendations** (Figure 35):

The approved road layout on the proposed Whittington residential development is shown in Figure 35. This layout is expected in the new development. A connection to Ridgetop Road in the adjoining Mosby Mountain development is expected.

4. **Southern Parkway Connector Road Recommendations** (Figure 36):

The 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.

A bridge over Biscuit Run Creek will be needed to make interconnection. Building a bridge across Biscuit Run creek is
expected to involve substantial investment. Traffic modeling for this street has been modeled extensively as part of **Area B** work. Modeling indicates that for the foreseeable future, existing and future traffic do not warrant the full connection from Avon Street Extended to Old Lynchburg Road until sometime after 2040 to serve a regional transportation need. A detailed explanation of the **Area B** traffic modeling and maps are provided in the Reference documents. From that modeling, the following recommendations have been made:

- Secure and retain right of way for the Southern Connector. In areas where the street is not built, use the right-of-way for pedestrian and bicycle access.
- Build the portion of the Southern Connector through Southwood Mobile Home Park. The ultimate roadway section for the Southern Connector through Southwood Mobile Home Park will be built out as two lanes with street trees, sidewalks and bike lanes. The alignment and construction of this section of the road will be coordinated with the owners’ plan for redevelopment; and
- When constructed the remaining parts of the Southern Connector should have street trees, sidewalks and bike lanes.

### Figure 37: Wintergreen Land Trust Property

**10. Wintergreen Land Trust Property Recommendations** (Figure 37):

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. New streets which are shown in a conceptual location on the plan to the right should be two-lane urban streets with curb, gutter, sidewalks and street trees. They should provide interconnections to existing developments near Old Lynchburg Road.

### Figure 38: Sunset-Fontaine Connector Road

**11. Sunset-Fontaine Connector Road Recommendations** (Figure 38):

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

13. Southern Terminus of the Proposed Western Bypass Recommendations (Figure 39):

**Figure 39: Southern Terminus of 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.

The locations of other recommended road improvements are shown on Figure 32 found on page A.8.29 of this plan and include:

**Route 20 South Improvements:** Improve Rt. 20 South with curb, gutter, sidewalks or pedestrian paths and bikeways on the western side within the Development Area boundary.

**Avon Street Improvements:** Provide curb, gutter, sidewalks, street trees and bike lanes along Avon Street to the intersection with Rt. 20.

**Fifth Street Extended Improvements:** 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 the Southwood property south to Development Area boundary, retain the rural road section with vegetative buffers on both sides of Old Lynchburg Road.

**Fifth Street & I-64 Interchange Improvements:** Upgrade interchange to help with traffic movements from I-64. Improve for traffic flow and accommodate bicycles and pedestrians.
The potential Stadium Road extended is an existing pedestrian and bicycle interconnection from Stadium Road on the University Grounds to Fontaine Avenue. This would be a managed use not envisioned for regular vehicular traffic, but intended for pedestrian and bicycle travel that could allow for University Transit Service vehicles during special events.

**Route 250 West Recommendations:** Route 250 West and the Route 29/250 Bypass will be affected by future growth in the community. The following recommendations are made for improvements:

- **Improve Route 250 West from the City limits to the Route 29/250 Bypass.** This section is covered by the 1994 Ivy Road Design Study (see Reference Documents) conducted by the City, County and University of Virginia and originally recognized for improvement in the Lewis Mountain Neighborhood /University Heights (Area B) Study. 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. Planting should be subordinate to sidewalk and bike lanes. Widening of Route 250 West, west of the Route 29/250 Bypass, is not desired. Actual conceptual designs and cross-sections for the improvement of this section of Route 250 West need to be coordinated and developed among 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.

- **Provide safety improvements for Route 250 West from the City limits to the end of the Development Area.**

- **Develop alternatives to provide for safe and convenient access to and through the Lewis Mountain/University Heights area by:**
  - Improving and extending 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;
  - Installing street lights along pedestrian sections of Ivy and Old Ivy Roads. Incorporating appropriate street lighting in any sidewalk construction along these roads; and
  - Providing for a multi-purpose path in the railroad right-of-way if the railroad (CSX) abandons the track and right-of-way.

Figure 40: Stadium Road Multimodal Connection

Widening of the Rt. 29 Business/Rt. 250 Bypass near this area is being considered as part of the Long Range Transportation Plan. This widening project will need public review which will occur with the Long Range Transportation planning process.

**Street Lighting Recommendations:**
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. The Comprehensive Plan recommends that a comprehensive study for street light needs be conducted. This study will provide guidance for future street light plans.

**Transit Recommendations:**
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 Recommendations:**
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.
Success of this Plan

The County has prepared this Master Plan to help guide public investment and development in the Southern and Western Development Areas. Once appointed by the Board of Supervisors, the Community Advisory Council will help oversee the implementation of this plan. After five years, evaluating performance towards achieving these goals will enable the County and these Neighborhoods to measure the plan’s success.