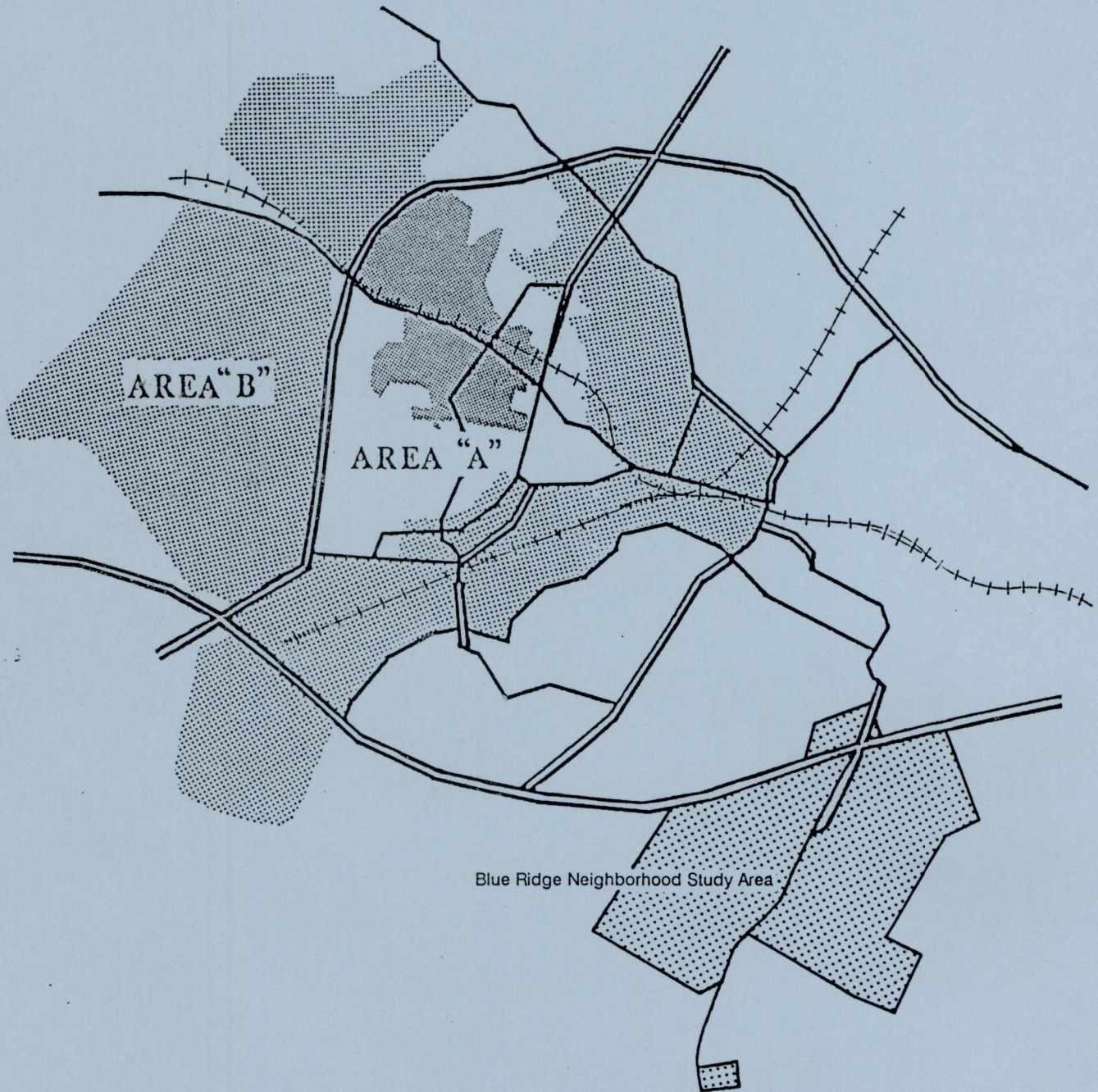


\$3.00

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6-10-15
Comp. Plan adoption

BLUE RIDGE NEIGHBORHOOD STUDY



Blue Ridge Neighborhood Study Area

A Study by the Planning and Coordination Council
(PACC)

Prepared by the
Albemarle County Department of Planning and Community Development

JUNE 1991

TABLE OF CONTENTS

Executive Summary..... iv

Definitions..... xii

I. Introduction..... 1

II. Population..... 5

III. Employment..... 6

IV. Housing..... 7

V. Land Use..... 10

VI. Public Facilities..... 13

VII. Transportation..... 17

VIII. Public Safety..... 18

IX. Environmental and Preservation Aspects..... 22

X. Regional Context..... 23

XI. Issues..... 25

XII. Recommendations..... 30

Appendix A (Three Party Agreement)..... 43

Appendix B (Blue Ridge Hospital Master Land
Utilization Plan)..... 49

Appendix C (PVCC Master Plan)..... 58

LIST OF MAPS

MAP A: Planning and Coordination Council Zones..... 2

MAP B: Study Area..... 3

MAP C: Housing Types Within Study Area..... 8

MAP D: Development Potential..... 11

MAP E: Current Zoning..... 12

MAP F: Urban Land Use..... 14

MAP G: Service Authority Jurisdictional Areas..... 16

MAP H: Transportation Improvements..... 19

MAP I: 1987 Primary Traffic Tabulations..... 20

MAP J: Bus Routes and Proposed Bikeways..... 21

MAP K: Natural Resources..... 24

MAP L Expansion of the Growth Area.....31

MAP M Possible Land Use Expansion Areas.....33

MAP N Possible Location of Commercial Service.....35

LIST OF FIGURES

1. Population Estimates.....	5
2. Population Potential.....	6
3. Employment.....	7
4. Current Housing.....	9
5. Housing Values.....	9
6. Current Zoning.....	10
7. Estimated Land Use Designation.....	13

EXECUTIVE SUMMARY

A. GENERAL CONDITIONS

The Blue Ridge Neighborhood Study area consists of 895.2 acres and is located along Interstate-64 and the city limits to the north, Avon Street Extended (Route 742) to the west, the Hillcrest and Tandem School properties to the south, and Blue Ridge Hospital and Soil Conservation property located along Route 20 to the east.

The study area also includes the University of Virginia Health Sciences Support Facility's property located off of Route 20 and 3.7 acres of land owned by the City that was split when the right-of-way for Interstate-64 was dedicated.

The study area consist of facilities such as the Piedmont Virginia Community College (PVCC), Blue Ridge Hospital, Health Sciences Support Facility, Cavalry Baptist Church, Tandem School, Thomas Jefferson Visitor's Center, and the Inn at Monticello. The study area also includes two residential developments, Willow Lake and Lakeside.

B. SUMMARY OF RECOMMENDATIONS

1. **Land Use Change (Blue Ridge Tract):** Expand the Growth Area boundary south across Interstate-64 and east across Route 20 to coincide with the Albemarle County Service Authority (ACSA) jurisdictional area located on the Blue Ridge Hospital tract. This expansion is based on the conditions that the area be designated for public/semi-public use and any development be consistent with the Master Land Utilization Plan for the Blue Ridge Hospital tract dated May of 1991 (See Appendix B).
2. **Land Use Change (Hillcrest Tract):** If the Forestry Department undertakes its proposed office development, change the Comprehensive Plan land use designation of approximately 30 acres in the northern portion of the Hillcrest tract from low density residential to public/semi-public and replace the residential holding capacity lost as a result of this development.
3. **Land Use (Health Sciences Support Facility):** Allow expansion of existing facilities at the Health Sciences Support Facility that are consistent with the rural character, non-intensive and supportive of the current use.

4. **Land Use (City Parcel):** Ensure that the parcel is developed in a manner that is consistent with the surrounding land use designations.
5. **Commercial Service:** Allow commercial service within certain portions of the study area under a Planned Unit Development (PUD).
6. **Expansion of PVCC:** Expand PVCC in a manner which is sensitive to the surrounding area and based on the master plan for the site (See Appendix C).
7. **Protection of Routes 20 and 53 as Entrance Corridors:** Preserve the character of the area by implementing design and building standards for development along Routes 20 and 53.
8. **Parkway to Monticello:** Construct a scenic and protective Parkway to Monticello that allows for safe and efficient traffic movement and preserves the rural character of the area.
9. **Routes 20 and 53 Intersection Improvements:** Work with the Virginia Department of Transportation (VDOT) to consider additional improvements which would improve the safety of this intersection.
10. **Blue Ridge Hospital Entrance:** Relocate the present entrance to the Blue Ridge Hospital directly across from the PVCC/Thomas Jefferson Visitor's Center entrance to coincide with major development of the Blue Ridge tract.
11. **Transit Service:** Assess the feasibility of expanding transit service to PVCC and Blue Ridge Hospital and consider providing future service to other portions of the study area.
12. **Bicycles:** Provide a safe and efficient bicycle transportation system within the study area.
13. **Interchange Improvements:** Evaluate the possibility of installing an acceleration lane on the east bound Interstate-64/Route 20 south exit.
14. **Interchange:** Evaluate the need and feasibility for an interchange at Interstate-64 and Route 742 (Avon Street).
15. **Fire Station and Rescue Station:** Locate a joint fire and rescue station in or near the study area to reduce response times and increase fire fighting and rescue capabilities.

16. **Street Lights:** Add additional street lighting along the Route 20 corridor near the PVCC entrance, at the Routes 20 and 53 intersection, and at other areas of need to improve safety in the study area.
17. **Regional Stormwater Management:** Implement a regional stormwater management approach in the study area.
18. **Viewshed Protection:** Regulate development on the Carter's Mountain ridge line to ensure the preservation of the study area's viewshed.
19. **Streams and Wetlands Protection:** Implement protection measures for streams and wetlands consistent with the Water Resource Protection Areas Ordinance.

DEFINITIONS

Albemarle County Service Authority Jurisdictional Areas - Areas in which water service, wastewater service or both are available to structures in the County. Jurisdictional areas provide implementing measures for directing utilities according to the County's Comprehensive Plan.

Area "B" Neighborhood Study - Area "B" is land immediately adjacent to the University for which the City, County and University share a common interest. Neighborhood studies conducted in Area "B" permit coordinated planning in the three jurisdictions.

Bikeway - Any road, street, path, or way which is specifically designated for bicycle travel, regardless whether such facilities are designated exclusively for bicycle travel or are to be shared with other modes of transportation.

Buffer - A use established to separate and protect one type of land use from potentially objectionable aspects of another. In this study, buffers consist of trees, shrubs, berms or some construction thereof.

County Growth Area - The Urban Area, Community or Villages designated in the Land Use Plan where residential and non-residential development is encouraged.

County Rural Area - Areas outside the County Growth Area where development is discouraged other than dwelling units related to bona fide agricultural/forestal use.

Charlottesville Transit Service (CTS) - City of Charlottesville public transportation system which provides general fixed-route service in the City and by contract to urbanized portions of the County.

Development Potential - The number of possible residential units permitted within a specific area which may be either based on the current zoning or the Comprehensive Plan land use designation.

Entrance Corridor Overlay District Ordinance - Zoning provisions in the City and County intended to conserve scenic beauty and protect corridors: 1) along significant routes of tourist access; and 2) leading to buildings, structures or areas of historic significance.

Environmental Resources - Significant natural resources such as tributary streams, lakes, wetlands, and critical slopes.

Impervious Surface - A surface such as a road, driveway or sidewalk which cannot be penetrated by water.

Master Land Utilization Plan for the Blue Ridge Tract - A conceptual development plan for the 247 acre Blue Ridge Hospital site developed by the University of Virginia for the Blue Ridge Neighborhood Study.

Memorandum of Understanding (Three Party Agreement) - An agreement between the City of Charlottesville, Albemarle County, and the University of Virginia creating a process for cooperative planning among the three jurisdictions.

Planning and Coordination Council (PACC)- Established by the "Memorandum of Understanding" to oversee coordinated planning activities and cooperative studies among the City, County and University.

Regional Stormwater Management - A stormwater management technique that collects, detains, and/or channels stormwater runoff in large regional facilities as opposed to numerous, smaller on-site facilities. This approach is intended to provide improved water quality and flood control, efficiency of operation and reduction of costs.

Response Time - Is the amount of time between a receipt of an alarm or call and the arrival of the first emergency unit (fire or rescue) on the scene.

Viewshed - A field of vision, scene, or vista as viewed from a particular point.

Water Resource Protection Areas Ordinance - An ordinance enabled by the Chesapeake Bay Preservation Act which intends to protect and improve the quality of water resources by minimizing the effects of human activity upon streams, nontidal wetlands, and other water bodies.

I. INTRODUCTION

A. Background

In an effort to promote cooperation in planning and development efforts, the City of Charlottesville, Albemarle County, and the University of Virginia established the Planning and Coordination Council (PACC) in 1986. One task of the Council is to coordinate the development of neighborhood plans in "Area B," a zone adjacent to the University established by a joint memorandum of understanding adopted by the three jurisdictions (See Map A/Appendix A). The "Blue Ridge Neighborhood Study" is one of eight neighborhood studies to be undertaken as part of that cooperative agreement. This plan provides an agreed upon basis between the PACC, the Albemarle County Board of Supervisors, the Charlottesville City Council, and the University of Virginia Board of Visitors in planning for the Study Area.

B. General Conditions

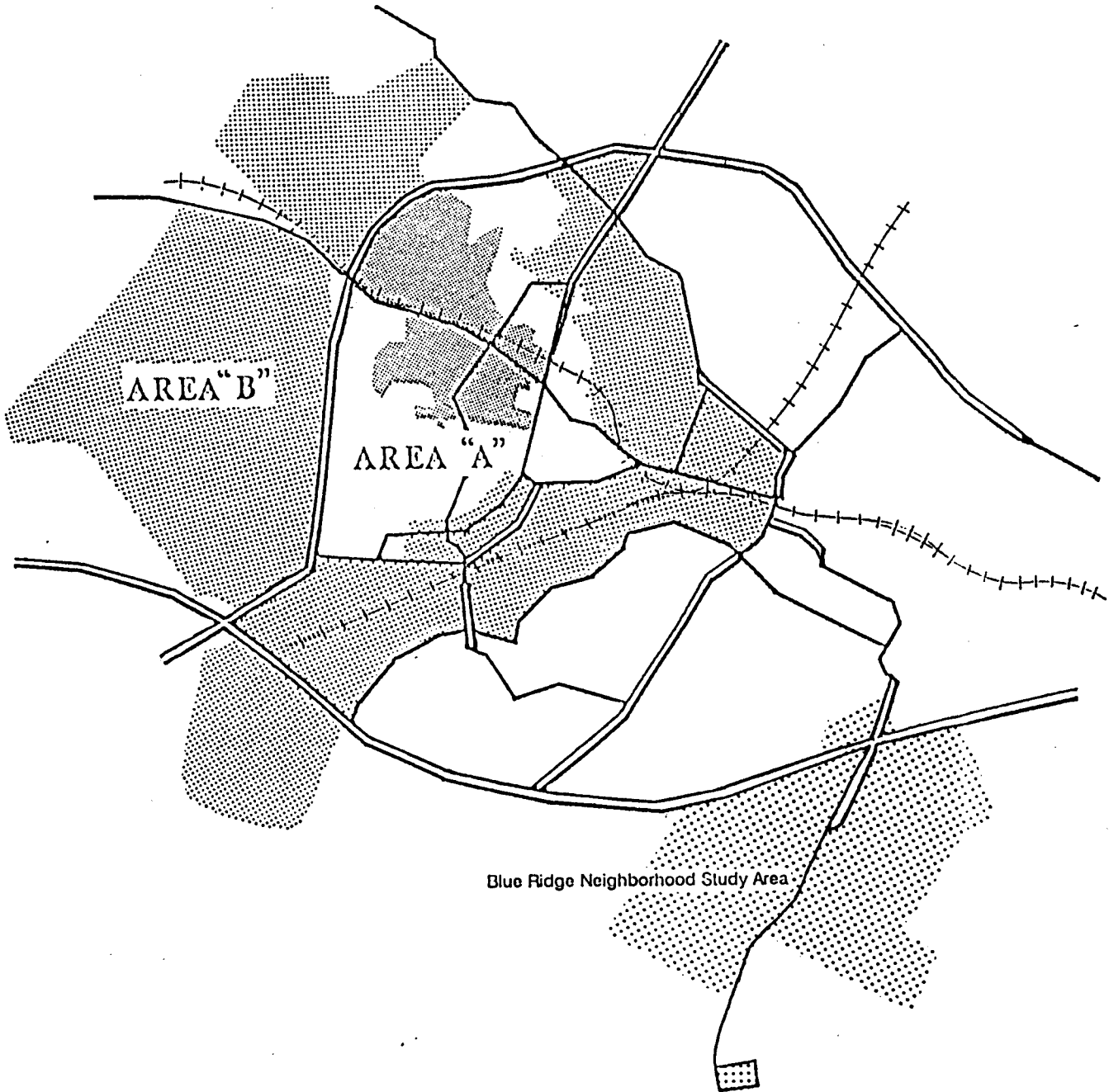
The Blue Ridge Neighborhood Study area consists of 895.2 acres and is located along Interstate-64 and the city limits to the north, Avon Street Extended (Route 742) to the west, the Hillcrest and Tandem School properties to the south, and Blue Ridge Hospital and Soil Conservation property located along Route 20 to the east (See Map B).

The study area also includes the University of Virginia Health Sciences Support Facility's property located off of Route 20 and 3.7 acres of land owned by the City that was split when the right-of-way for Interstate-64 was dedicated.

Approximately 414 acres (47%) of the study area are in Neighborhood 4 of the Urban Area and 477 acres (53%) are in the Rural Area. The portion of the study area within the City accounts for less than one percent of the total study area. The study area consist of a number of public/semi-public facilities such as Piedmont Virginia Community College (PVCC), Blue Ridge Hospital, Tandem School and the Thomas Jefferson Visitor's Center.

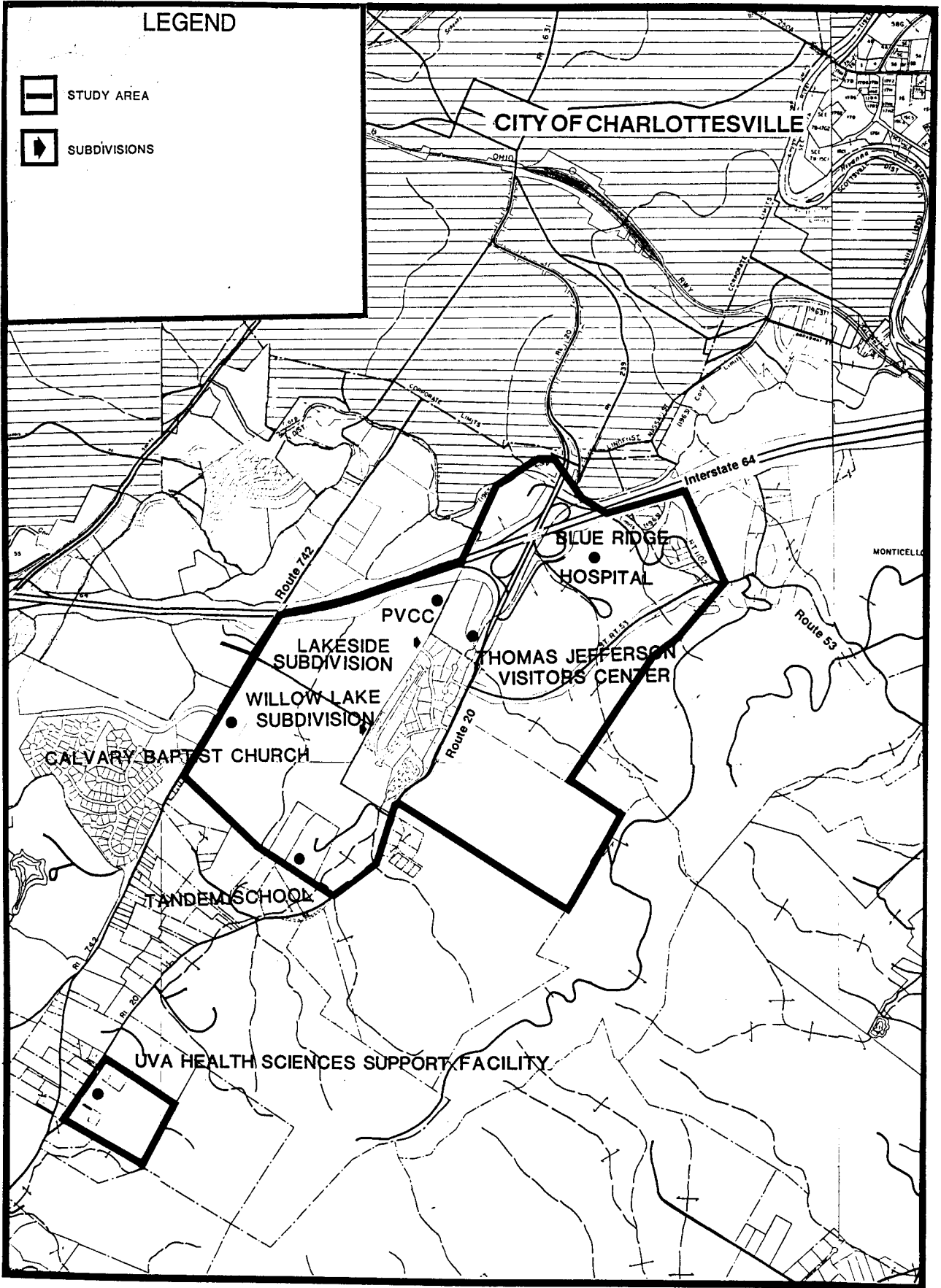
PVCC occupies 114 acres in the northwestern portion of the study area. The community college offers a wide variety of courses in the sciences, mathematics, fine arts, business, vocational training and physical education. The site has a number of outdoor recreational facilities available to the public, including an all-purpose track and field. Currently, 4,400 students are enrolled at the college which consists of 1,990 full-time equivalent students.

Planning and Coordination Council Zones



BLUE RIDGE NEIGHBORHOOD STUDY

STUDY AREA



MAP B



SCALE IN FEET
1200 600 0 1200 2400 3600 4800

Blue Ridge Hospital occupies 247 acres and is part of the University of Virginia Health Sciences Center. The hospital consist of a rehabilitation center, psychiatric unit and a number of outpatient clinics. The hospital is located at the intersection of Route 20 and Interstate-64. The University has developed a Master Land Utilization Plan for the Blue Ridge Hospital tract which is included in the appendix (See Appendix B).

The University of Virginia Health Sciences Support Facility property is located on 38 acres along Route 20 near the Route 742 intersection and south of the major portion of the study area. The University uses this property to dispose of medical and other waste. The majority of the facilities are located on the rear portion of the lot, and approximately 25 acres is underdeveloped. There are no significant natural features located on the property, and the area is void of tree cover. Adjacent to the Health Sciences Support Facility property lies six small houses which are included in the study area.

The Tandem School is a private institution located on almost 22 acres, accessible by Route 20. The school offers grades 5-12, serving approximately 120 students per year. There are three buildings - an upper school (grades 5-8), a lower school (grades 9-12), and an administration building.

The Thomas Jefferson Visitor's Center occupies almost six acres just south of the Route 20 and Interstate-64 intersection. This center is open year around and consists of 1) a visitors bureau (operated by the City, County and Chamber of Commerce and serving 180,000 patrons annually) and 2) Monticello's Education Department, theatre, second Museum Shop, and major exhibition featuring 400 Jefferson objects and attracting 130,000 visitors annually.

The study area includes two residential developments, Willow Lake and Lakeside. Willow Lake is a 47 acre tract off of Route 20 and is scheduled to contain 27 single family homes and 93 townhouses. Lakeside is an older development consisting of 13 single family homes also located off Route 20, just north of Willow Lake. Five parcels in this subdivision are not developed.

There are two proposed projects in the study area. The Department of Forestry is proposing to construct a headquarters building on 26 acres located off Route 20. Cathart & Turner Development Company is proposing the development of sixteen apartment buildings on 24 acres off of Route 742. Both of these projects are located on the Hillcrest tract.

C. Purpose of the Study

The overall purpose of the study has been stated as follows:

1. To assess current and past conditions and potential for change in the Blue Ridge Study Area.
2. To produce an analysis of specific areas of concern in the Study Area.
3. To provide an agreed upon basis for the PACC, the Charlottesville City Council, the Albemarle County Board of Supervisors, and University of Virginia Board of Visitors in planning for the Study Area.
4. To work with other parties involved in the planning process, including residents, property owners, neighborhood associations, community and business leaders, as part of the neighborhood study advisory committee.

II. POPULATION

A. Current

Most of the population in this area is new since the 1980 census, brought into the area through the development of Willow Lake. Estimates for current population were determined utilizing the Census Bureau multipliers, which estimate the number of occupants per dwelling unit type (See Figure 1).

POPULATION ESTIMATES (September 1990)

<u>Current</u>	<u>Housing Type</u>	<u>Multiplier</u>	<u>Population</u>
Rural Area	12 single family	2.820	34
Growth Area	16 single family	3.010	48
	52 townhouses	2.385	<u>124</u>
Total			206

Figure 1

If the study area was fully developed based on the current Comprehensive Plan land use designations the potential population for the area is as follows:

POPULATION POTENTIAL
(Build-out under the current Comprehensive Plan
land use designations)

	<u>Potential Units</u>	<u>Population Range*</u>
Rural Area	50-60	129-154
Low Density	212-848	547-2188
Medium Density	80-200	206-516
High Density	500-1700	<u>1290-4386</u>
Total		2172-7226

* Based on average household multiplier of 2.58 persons per dwelling unit.

Source: Center for Public Service, Bureau of the Census.

Figure 2

B. Income Data

The mean household income for this area is estimated at between \$48,000 - \$60,000 annually. The exact characteristics and income levels are not documented; however, the 1990 Census should provide this information.

The mean family income was interpolated on the basis of current housing prices, assuming a family would spend 30% of its annual income on housing.

III. EMPLOYMENT

The biggest single employer in the study area is the Blue Ridge Hospital. Exact employment figures for Blue Ridge Hospital are not available because many of the staff also works at the UVa. Hospital or in the School of Medicine, and the University personnel office does not maintain separate records. The figure below represents the best estimate of the number of people who report to work at the Hospital in a 24 hour shift, whether full-time or part-time.

Employment levels in the study area vary during the year. The figures indicated for PVCC and the Tandem School are for the academic year; actual employment figures are lower during the summer months.

There are two permanent construction supervisors, and two employees in the sales office at Willow Lake. The number of additional contractors employed varies according to phase of

construction and level of construction activity at any given time. Current estimates indicate that construction will continue until 1992. Once the subdivision is fully constructed and occupied, the four jobs at this location will terminate (See Figure 3).

**EMPLOYMENT IN THE STUDY AREA
(September 1990)**

<u>Growth Area</u>	<u>Full Time</u>	<u>Part Time</u>
Thomas Jefferson Visitor's Center	3	4
Monticello	4	6
PVCC	127	300
Cavalry Baptist	1	5
Tandem School	28	0
Inn at Monticello	1	1
Willow Lake	4 (Temporary)	
 <u>Rural Area</u>		
Blue Ridge Hospital	600*	NA
UVa. Health Sciences Support Facility	1	NA
Total	764	310

* 24-hour total (3 shifts)/Part time and Full time

Figure 3

IV. HOUSING

A. Number and Type

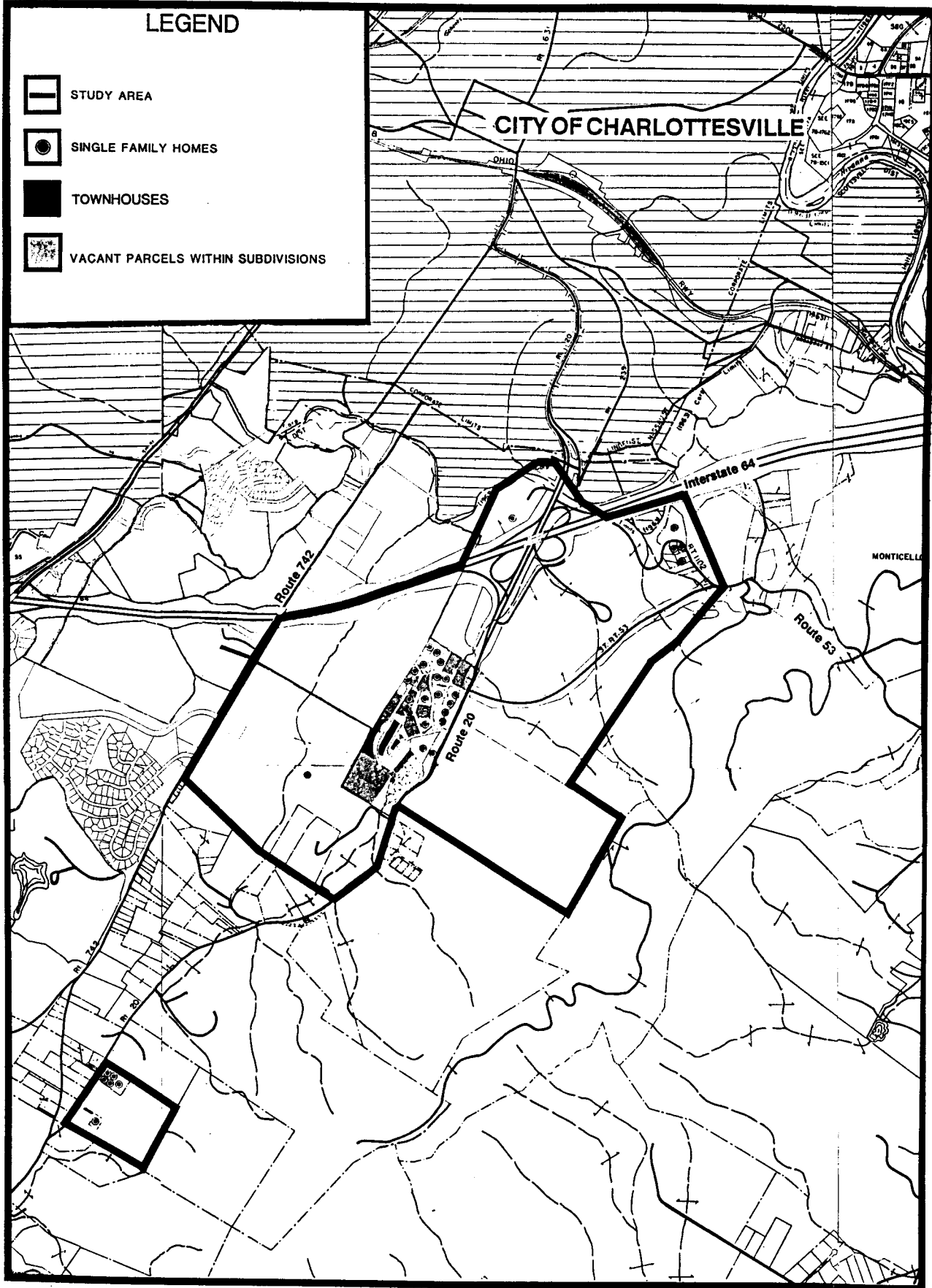
Most of the housing units in the Urban Area portion of the study area are in two subdivisions. Lakeside contains thirteen single family houses on one acre lots. There are five undeveloped lots in this subdivision, three of which are owned by the Charlottesville Mennonite Church.

Willow Lake is currently under construction. A field survey in September, 1990, revealed that three single family homes are constructed, as well as 52 townhouses (thirteen quadriplexes). The developer plans to build 120 units - 27 single family and 93 townhouses.

The remainder of the study area contains 12 single family homes, 6 of which are located near the University Health Sciences Support Facility (See Map C/Figure 4).

BLUE RIDGE NEIGHBORHOOD STUDY

HOUSING TYPES WITHIN STUDY AREA



MAP C



SCALE IN FEET

1200 600 0 1200 2400 3600 4800

**Current Housing (Including build-out of Willow Lake)
(September 1990)**

<u>Type</u>	<u># Units</u>	<u>% of Total</u>
Single family	52	(36%)
Townhouse	<u>93</u>	(64%)
Total	145 units	

Figure 4

B. Owner/Renter Ratio

Any rental agreements that exist in the study area are unknown. Data regarding the existence of rental properties is not available and is not considered significant in this study.

C. Age and Condition

Townhouses and single family homes in Willow Lake were built after 1985 and are in good to excellent condition. The majority of the homes in Lakeside were built in the early to middle 1960's; however, one home was constructed in 1975 and two homes were constructed in the mid 1980's. These homes appear to be in good condition.

The six homes surrounding the UVA. Health Sciences Support Facility property were constructed in the late 1940's and early 1950's. The other homes in the Rural Area portion of the study area were constructed between 1950 and 1985. The homes in the Rural Area range from fair to excellent condition.

D. Cost

Current assessed value is only available for units completed before January 1, 1990. The market value was based on list prices in the area and a realtor's assessment of market value (See Figure 5):

**HOUSING VALUES
(September 1990)**

Average Values:	Assessed	Market
GROWTH AREA - single family	\$ 81,754	\$ 105,000
townhouses	\$ 68,036	\$ 110,000
RURAL AREA - single family	\$ 73,160	NA

Figure 5

The average assessed value for houses in the Rural Area portion of the study area is skewed upward by one single family house assessed at over \$300,000. The remaining houses in the Rural Area are assessed below \$70,000, with four homes assessed at less than \$40,000.

V. LAND USE

A. Existing Land Use Analysis

As mentioned earlier, the study area is dominated by a few public and semi-public uses, primarily PVCC (114 acres), Blue Ridge Hospital (247 acres) Tandem School (22 acres), The Inn at Monticello (5 acres), Cavalry Baptist Church (3 acres) and the Thomas Jefferson Visitor's Center (6 acres).

The study area consists of 895 acres. Of this land area, 653 acres (73%) are undeveloped and 242 acres (27%) are developed (See Map D). Undeveloped land is defined as any land that is vacant or underdeveloped.

B. Zoning Analysis

Land in the study area is zoned either R-1, R-4, RA (County) or B-3 (City). Current zoning is illustrated by general category below (See Map E, Figure 6).

Zoning (September 1990)

<u>Current Zoning</u>	<u>Acres</u>	<u>% of Total</u>
County Residential (R-1)	366.7	41%
Residential (R-4)	47.5	5%
Rural Area (RA)	477.3	53%
City Commercial (B-3)	<u>3.7</u>	<u>1%</u>
Total	895.2	100%

Figure 6

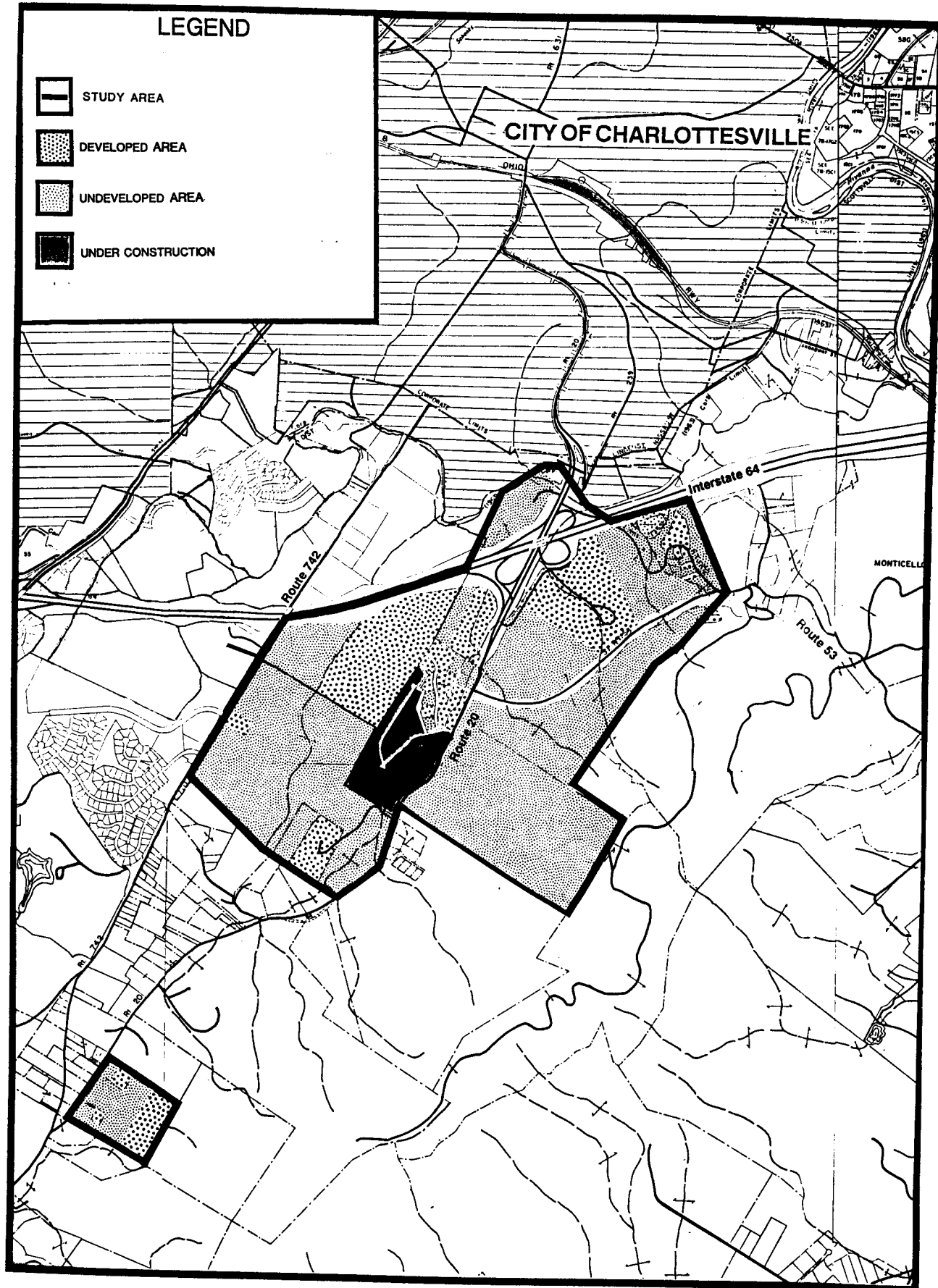
C. Residential Development Potential Under Existing Zoning

Under current zoning, including existing homes, it is estimated that if the study area were fully developed, a total of 316 single family homes and 93 townhouses would be constructed. However, because the PVCC, Blue Ridge Hospital and the Thomas Jefferson Visitor's Center property is likely never to be subdivided, this total is very likely over estimated.

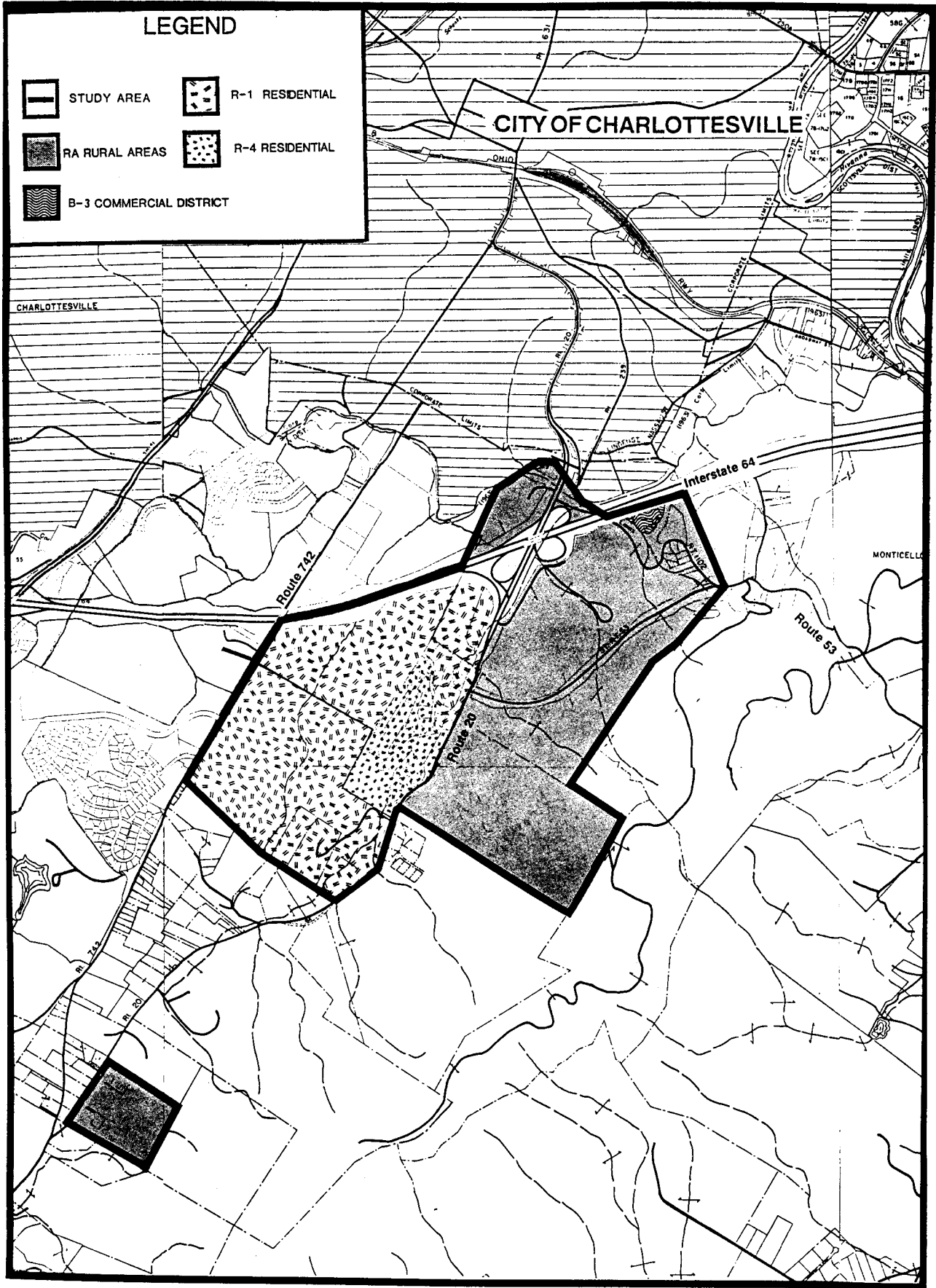
The parcel within the City is zoned commercial and currently undeveloped. As no access currently exists to this parcel, the development potential is limited.

BLUE RIDGE NEIGHBORHOOD STUDY

DEVELOPMENT POTENTIAL



BLUE RIDGE NEIGHBORHOOD STUDY CURRENT ZONING



MAP E



SCALE IN FEET

1200 600 0 1200 2400 3600 4800

D. Residential Development Potential Under the Current Comprehensive Plan Land Use Designations

The portion of the study area located west of Route 20 is in the Urban Area (Neighborhood 4). All other areas east of Route 20 are in the Rural Area.

The County Comprehensive Plan calls for that portion of the study area west of Route 20 to be developed for residential and public/semi public uses. The area surrounding PVCC and Tandem School is designated for public/semi-public use; the area south of PVCC, north of Tandem School near Willow Lake is designated for low density (1-4du/acre); the area just west of Tandem School is designated for medium density (4.01-10du/acre); and the area along Avon Street Extended south of PVCC property is designated for high density (10.01-34du/acre). The area east of Route 20 is designated Rural Area in the County Comprehensive Plan. The Comprehensive Plan discourages residential development in Rural Area other than dwellings related to bona fide agricultural and forestal uses. However, a limited amount of residential development is allowed by right in the Rural Areas.

Under the current Land Use Plan, a possible 842 to 2808 additional housing units could be added to the study area (See Map F, Figure 7).

**Development Potential Under
Current Land Use Designations
(September 1990)**

<u>Land Use</u>	<u>Total Area</u>	<u>Potential Development</u>
Rural Area	477 acres	50-60 units
Low Density Residential	212	212-848
Medium Density Residential	20	80-200
High Density Residential	50	500-1700
Public/Semi Public	136	NA
Commercial	3	NA
Total		<u>842-2808</u>

Figure 7

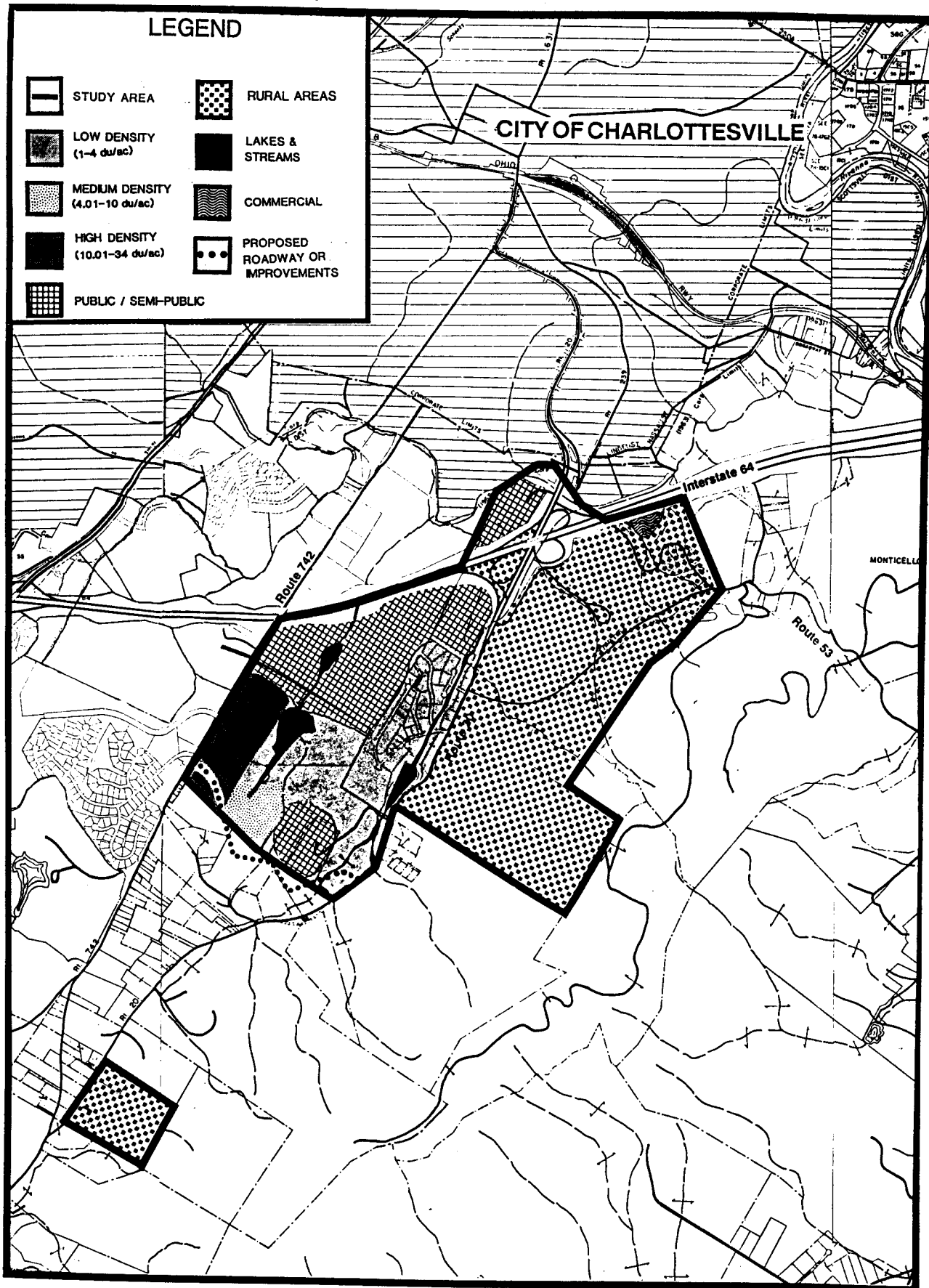
VI. PUBLIC FACILITIES

A. Water and Sewer

The water and sewer service is adequate to serve the study area. The Albemarle Charlottesville Service Authority (ACSA) jurisdictional area includes all the study area

BLUE RIDGE NEIGHBORHOOD STUDY

COMPREHENSIVE PLAN LAND USE



MAP F



within the designated Urban Area and all of the Blue Ridge Hospital property north of Route 53. The portion of study area east of Route 20 and south of Route 53 is outside the jurisdictional area and water and sewer services are not available to these tracts.

The Comprehensive Plan calls for a second two million gallon water storage tank to be located at the Avon Street site if demand warrants, as well as an increase in capacity at the Moore's Creek Advanced Wastewater Treatment Plant.

Currently, there is a 20" water line which branches down to 12" to serve primarily PVCC, Willow Lake, Lakeside, and the Thomas Jefferson Visitor's Center. A separate 6" water line runs to the Hospital. Two 10" sewer lines serve the study area. One crosses through PVCC, and the other runs along Route 20 to serve the Hospital and Willow Lake.

Water and sewer lines can be extended to serve the Hillcrest property and sufficient capacity exists to support development on this property. Fire flow is also adequate within the study area. There are no public pump stations in the study area; however, PVCC and Willow Lake each have a private pump station. The Hospital has its own water storage system (See Map G).

B. Storm Drainage

For the most part, the study area has been free of drainage problems. As the area becomes more developed, though, stormwater management will become more of an issue.

One unresolved issue at the present time is the flooding of Willow Lake, which serves as a stormwater detention facility for the subdivision, and the adjacent Cow Branch. Some property owners at Lakeside are concerned about Willow Lake overflowing its dam in times of heavy rains. There has been some disagreement regarding the source of floodwaters, whether it is runoff from the subdivision or overflow from Cow Branch. The Engineering Department is currently monitoring the problem.

C. Sidewalks

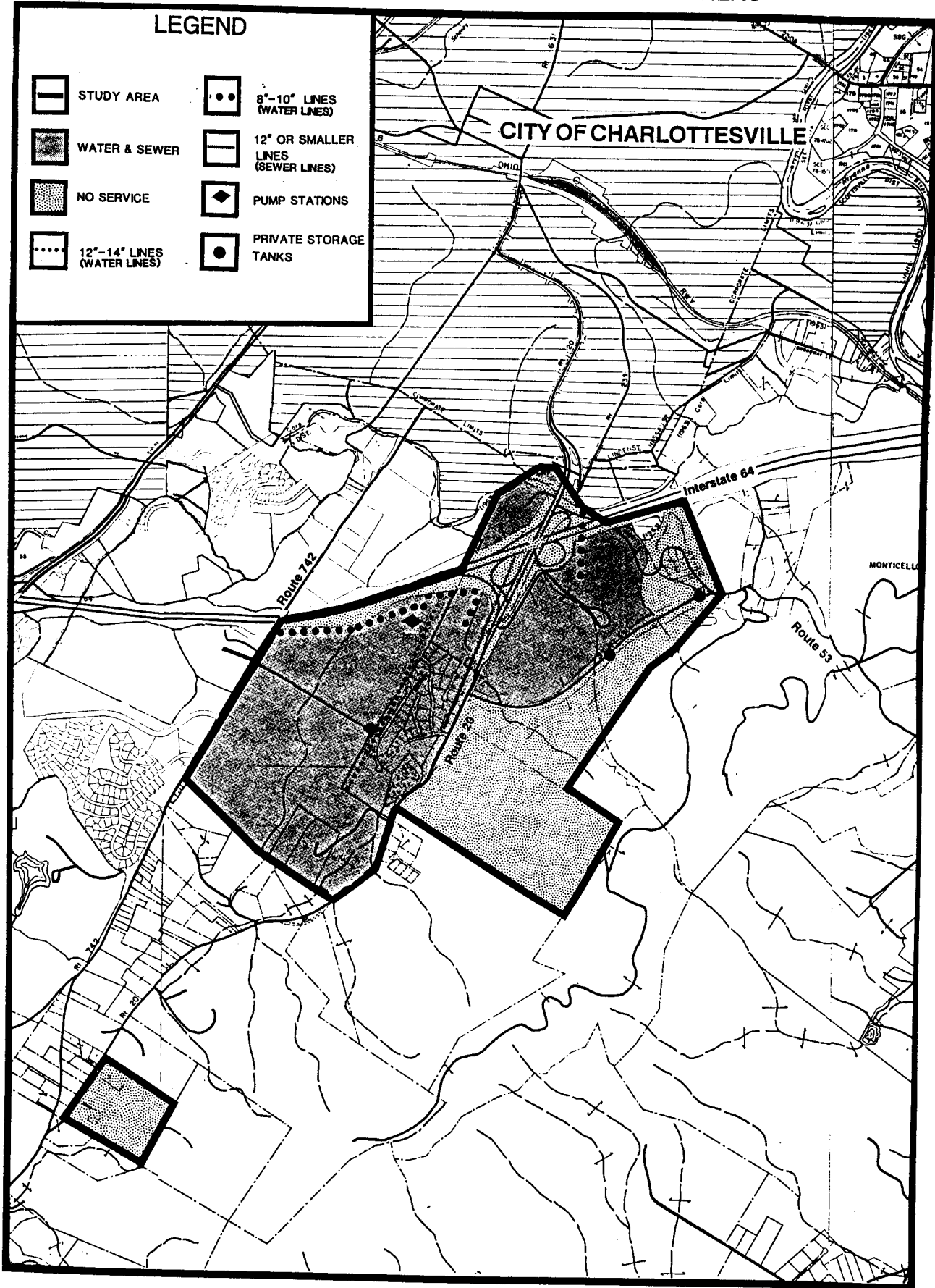
There are no notable sidewalks in the study area. The major roads are not suitable for pedestrian traffic. At Willow Lake, sidewalks run along the fronts of quadriplexes. The County does not plan any new sidewalks in the area.

D. Schools









There are no public schools located in the study area; students living within the study area either attend Cale Elementary, Walton Middle School or Western Albemarle High

BLUE RIDGE NEIGHBORHOOD STUDY

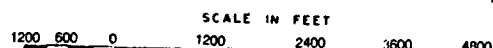
SERVICE AUTHORITY JURISDICTIONAL AREAS



LEGEND

- | | | | |
|---|-----------------------------|---|------------------------------------|
|  | STUDY AREA |  | 8"-10" LINES (WATER LINES) |
|  | WATER & SEWER |  | 12" OR SMALLER LINES (SEWER LINES) |
|  | NO SERVICE |  | PUMP STATIONS |
|  | 12"-14" LINES (WATER LINES) |  | PRIVATE STORAGE TANKS |

MAP G



School. Currently, it is estimated that 63 school age children live within the study area. As mentioned earlier the Tandem School and PVCC are located in the study area.

E. Parks and Recreation

The County does not operate any public parks or recreation facilities in the study area, although some facilities are provided privately in the area. Willow Lake has a playground and a lake, primarily for the use of its residents. PVCC has a 6.2 mile fitness trail, two softball fields, one half-court for basketball, one multi-use field, 4 tennis courts, and an auditorium. The outdoor facilities are available for use by residents living in the study area. The Tandem School has one football/soccer field and two tennis courts, available for use by students only.

Recreational facilities such as a multi-purpose field, play apparatus, and basketball courts are available at the nearby Cale Elementary School and may be utilized by residents within the study area. In addition, the school has a 7,000 square foot gymnasium which is available to the residents in the study area.

Walton Middle School, which is also located near the study area, provides outdoor recreation facilities which can be utilized by the residents living within the study area.

VII. TRANSPORTATION

A. Street and Highway Traffic

The Comprehensive Plan recommends two transportation improvements in the study area. First, is a roadway interconnection of Route 20 and Route 742 (Avon Street). This will provide greater access to Interstate-64 and improve traffic circulation within the Study Area. This project is in the Fiscal Year (FY) 1991-92 through 1995-96 Capital Improvement Program (CIP) and funds have been allocated for planning and engineering costs.

Second, is the construction of an interchange at Interstate-64 and Route 742 (Avon Street). Currently, this project is in the FY 1991-92 through 1995-96 CIP; however, at this time there are no funds allocated for this project.

Virginia Department of Transportation (VDOT) FY 1990 Six Year Primary Road Plan cites funding allocation in 1990-91 and 1991-92 for the construction of turning lanes at the intersection of Routes 20 and 742.

In addition, VDOT's long range plan recommends improvement

of Route 20 to include horizontal and vertical curvature improvements which may require the realignment of a section within the study area. The Plan indicates a four-lane divided roadway design from the existing four-lane segment near Route 53 to its intersection with Route 712 at Keene (See Map H).

Traffic counts conducted by VDOT in 1987, indicate that the majority of the traffic volume is located on Route 20, in an area south of Interstate-64 and north of Route 53. The majority of vehicle destination points are PVCC and the surrounding historical attractions such as Monticello, Michie Tavern and the Thomas Jefferson Visitor's Center (See Map I).

B. Bicycle Traffic

Bicycle usage has increased in the study area, particularly for the student population and weekend bicyclists. A portion of Interstate Bicycle Route-76 which begins in Yorktown, Virginia and extends across the Country to Oregon is located along Routes 20 and 53. Bicycle travel along these two routes is considered dangerous, especially along Route 53 between Michie Tavern and Monticello. Heavy bicycle travel will continue along these roadways because of their designation as a national bicycle route. The County is in the process of developing a bicycle plan at this time. Work on the plan to date indicates the need to provide bike facilities along Route 53 and Route 20, and along the proposed Route 20-Route 742 (Avon Street) connector road to provide for safer bicycle travel (See Map J).

C. Transit

A single Charlottesville Transportation Service (CTS) bus line, Route 8, serves the study area, including stops at the Hospital, the Thomas Jefferson Visitor's Center, and PVCC by way of Route 20. The line runs once an hour, from approximately 8 AM. to 6 PM., ten trips per day, week days only (See Map J).

VIII. PUBLIC SAFETY

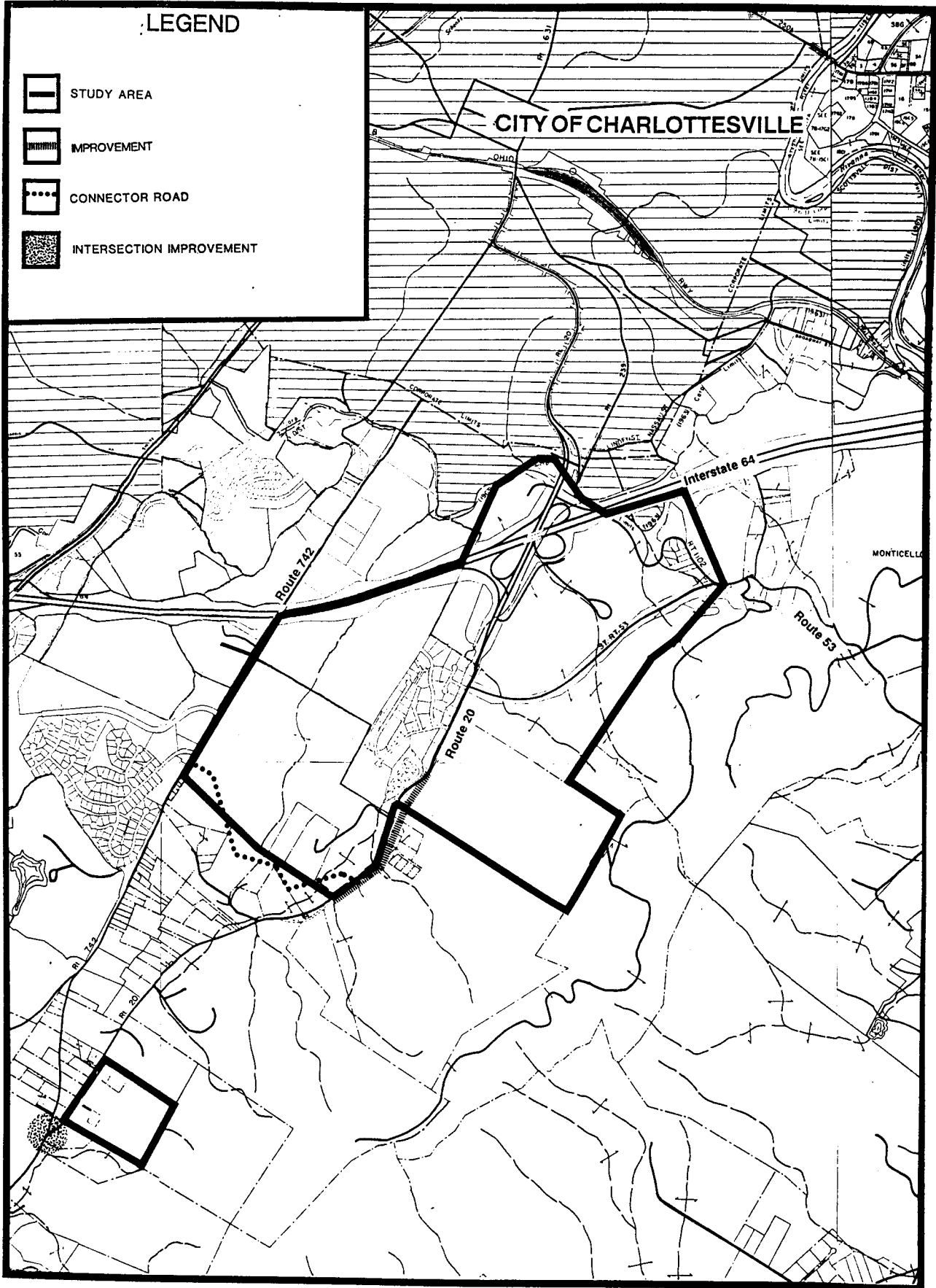
A. Police

The study area lies completely within Police service sector A, which is generally south of the City. There are no current plans to locate a substation or other facility in the sector; this area is served from the headquarters located at the County Office Building.

Police records do not indicate any particular crime problem in the area. Occasional disturbances at PVCC and the Hospital have required police assistance. Otherwise, there is a low frequency of serious calls to this area.

BLUE RIDGE NEIGHBORHOOD STUDY

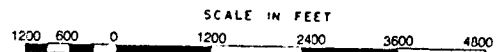
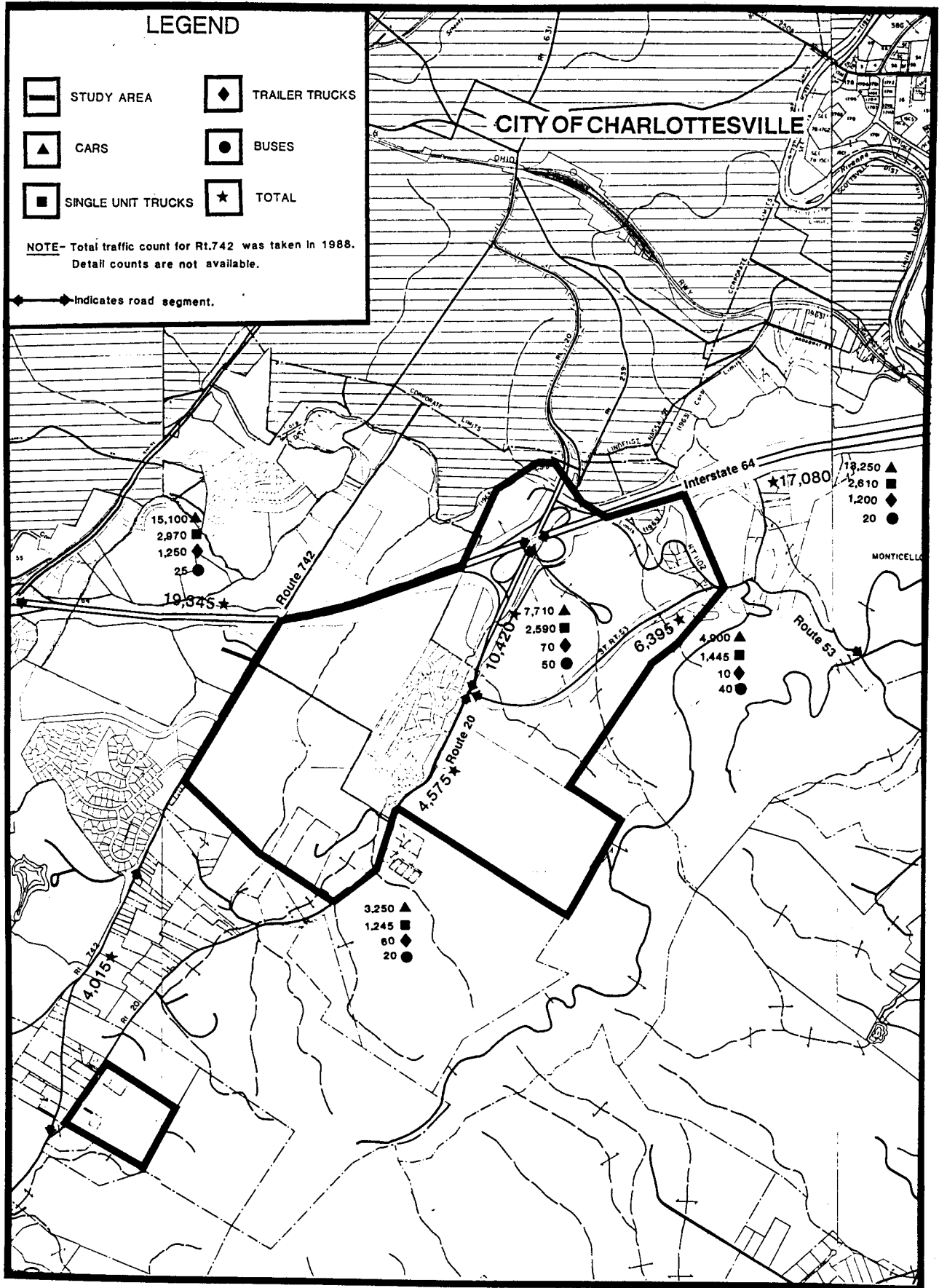
TRANSPORTATION IMPROVEMENTS



MAP H

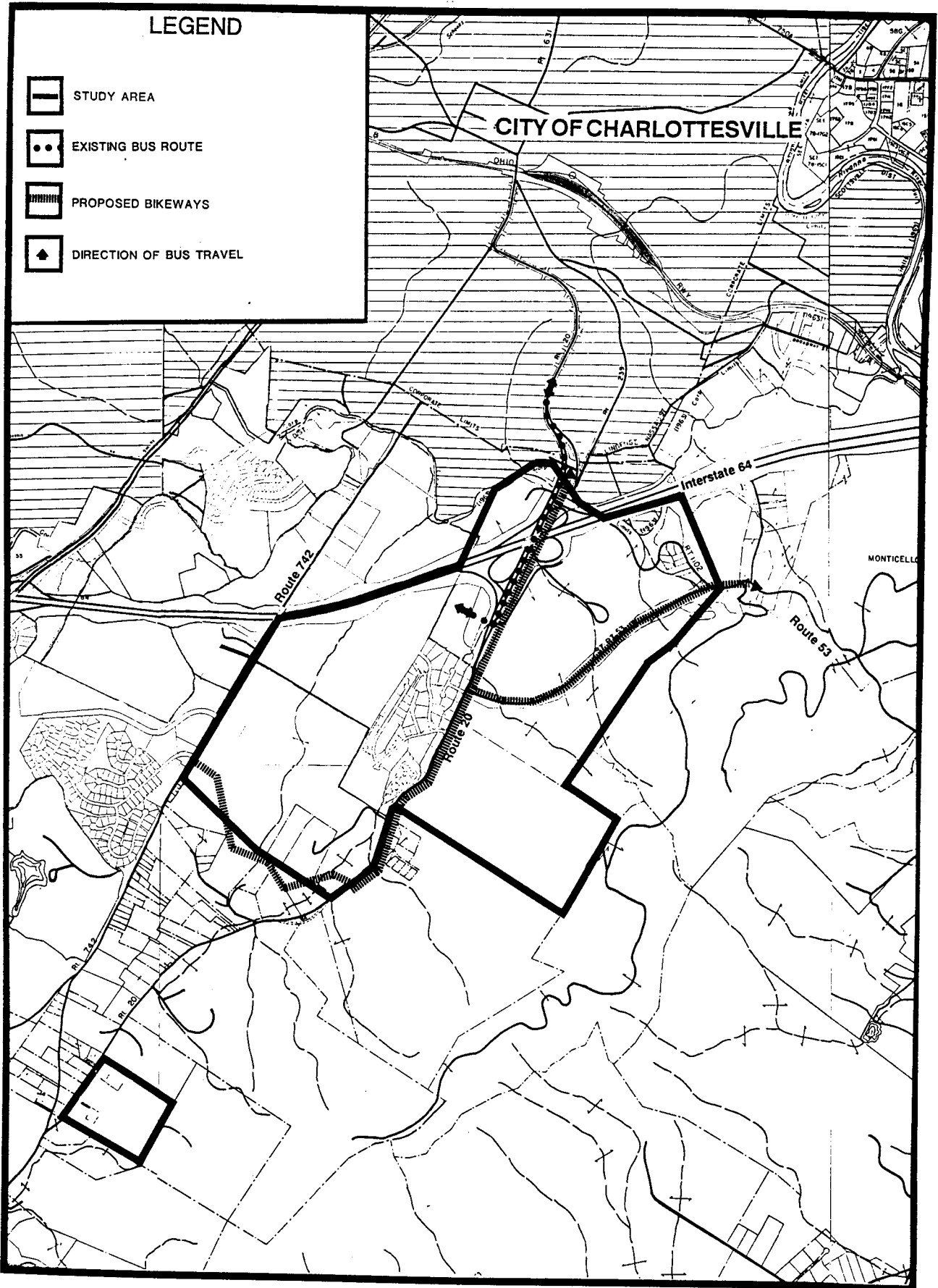
BLUE RIDGE NEIGHBORHOOD STUDY

1987 TRAFFIC TABULATIONS



BLUE RIDGE NEIGHBORHOOD STUDY

BUS ROUTES AND PROPOSED BIKEWAYS



B. Fire & Rescue

The portion of the study area to the east of Route 20 is covered by the East Rivanna Volunteer Fire Company; the area to the west of Route 20 is covered by the North Garden Volunteer Fire Company. In addition, there is a mutual aid agreement between the City and County whereby the City will respond to all fire calls in the County if a truck is available. Both these stations are approximately 8 miles from the study area.

In 1990, the "Jefferson Country Fire and Rescue Association System Study" indicated the need to construct a new fire station to reduce response times to the southern Urban Area.

The Charlottesville Albemarle County Rescue Squad provides service to the study area. The rescue station is located at the intersection of McIntire Road and the 250 Bypass which is approximately 5 miles from the study area.

The Public Facilities Plan (Draft) recommends a five minute response time to fire emergency calls and a four minute response times to rescue emergency calls. Presently, because of distance of the stations from the southern Urban Area of the County, neither the fire or rescue stations are meeting the recommended response times. Therefore, the Public Facilities Plan (Draft) recommends a joint fire and rescue station be located in or near the study area to reduce response times to this portion of the County.

C. Vehicle Accidents

Since the beginning of 1986, there have been 60 vehicular accidents reported in or near the study area. Of this total, 38 were non-injury, 16 were injury, 4 were not reportable, and at least 2 of these accidents are known to be fatal. Thirty-six of these accidents occurred either at the intersection of Routes 20 and 53 or Routes 20 and 742; 8 accidents occurred along Route 20; and 16 occurred along Route 53 or Route 1102. No accidents during this time period involved pedestrians or bicycles.

IX. ENVIRONMENTAL AND PRESERVATION ASPECTS

A. Physical Environment

The study area has a few environmental concerns that should be addressed. First, there is an area of critical slopes (slopes > 25%) located in the far southeastern portion of the study area near Carter's Mountain. Second, a floodplain area is located in the area surrounding the Interstate-64 interchange. Third, there are three small lakes or ponds located in the area west of Route 20, including the PVCC lake. Fourth, there is a small area of wetlands along Route 20 on the Hillcrest property. Finally, there are a number

of intermittent streams located throughout the study area, including Cow Branch.

The study area consists mostly of rolling, moderately sloping land with isolated areas of steep and critical slopes. Carter's Mountain is located just east of the study area and any development along the western slope of this mountain will have a significant impact on the viewshed of the study area. The area west of Route 20 is approximately 25%-30% tree covered and the area east of Route 20 is 80%-85% tree covered (See Map K).

B. Historic Environment

The study area is in close proximity to one of the richest areas of the County in terms of historical resources. Monticello is the best-known tourist destination in the County, and is located near the study area. Monticello is listed as a National Historic Landmark and appears on the National/Virginia Register and is the only American home included on the World Heritage List. In addition, Michie Tavern and Ash Lawn are located near the Study Area.

Review of the Blue Ridge Hospital site by the Department of Historic Resources indicates that the hospital, sanatorium complex and Lyman House are eligible for listing on the National Historic Register.

X. REGIONAL CONTEXT

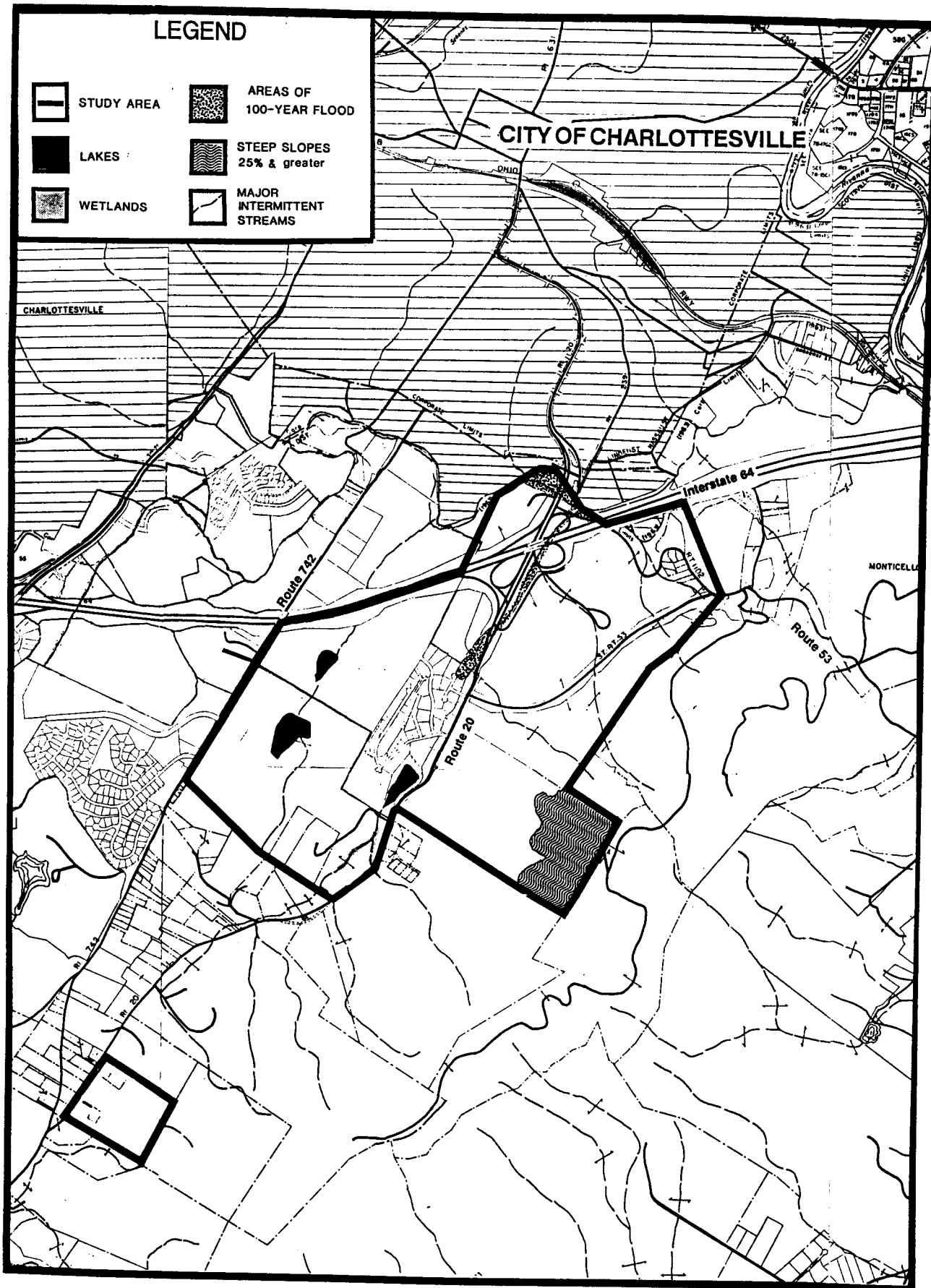
As mentioned above Monticello, Ash Lawn and Michie Tavern are three major tourist destinations located just to the east of the study area. All the areas east of Route 20 are designated in the rural area.

The County's Comprehensive Plan calls for a concentration of primarily industrial service land use to the west of the study area off of Route 742 as far south as the proposed Route 742-Fifth Street connector road. Medium density residential and Community Service land uses are recommended as far south as the Cale elementary school. Medium and low densities land uses are recommended for the majority of the area to the south of the study area.

In the City, the Belmont neighborhood is directly north of the study area. Belmont is identified as a priority neighborhood for "special attention because of development pressures and/or other threats to its stability," specifically housing deterioration and an increasing proportion of rental units in the neighborhood. Although Belmont has suffered slight population loss in recent years, its population is expected to remain stable to 2010.

BLUE RIDGE NEIGHBORHOOD STUDY

NATURAL RESOURCES



XI. ISSUES

Following is a brief summary of the principle issues which surfaced in assembling and analyzing data for the Blue Ridge Neighborhood Study. Only the more significant problems associated with each issue are described below.

- A. **ACSA Jurisdictional Area.** Presently, the Albemarle County Service Authority (ACSA) water and sewer jurisdictional area extends beyond the Urban Area boundary to serve the Blue Ridge Hospital property north of Route 53. A recommendation of the Comprehensive Plan is to have the boundaries of the ACSA jurisdictional areas boundary coincide with the Urban Area boundary. To provide consistency with the recommendations of the Comprehensive Plan, the Urban Area could be expanded to match the ACSA jurisdictional area boundary, the ACSA jurisdictional area boundary could be adjusted to match the existing Urban Area, or the jurisdictional area could be limited to existing activities/structures only.
- B. **Land Use (Study Area).** Currently, there are portions of large parcels that are undeveloped and located in the rural portion of the study area. This includes the Blue Ridge Hospital, Soil and Water Conservation District, and the University of Virginia Health Science Support Facility. The appropriate land use designation for these parcels should be determined. Any recommended land use designation changes of these parcels should be sensitive to the surrounding historic area and Routes 20 and 53 as entrance corridors to urban and historic areas. In addition, consideration should be given to the University's plans for its property within the study area.

The study area consist of 3.7 acres of land that is owned by the City and is zoned B-3 (Commercial). This property was split when the right-of-way for Interstate 64 was dedicated and currently there is no access to the property. The zoning of this parcel is inconsistent with the surrounding land uses in the study area. Consideration should be given to down zoning of this parcel in order to preserve the character of the area.

- C. **Land Use (Hillcrest Tract).** The Forestry Department is planning to locate its Headquarters Office Building and Administrative Support Facility on 26 acres in the northeastern portion of the Hillcrest Tract. The location of this facility will result in the loss of 26-104 housing units. The area is currently designated for low density residential and the construction of the Forestry Department headquarters is not consistent with the Comprehensive Plan land use designation.

Consideration should be given to increasing the residential holding capacity elsewhere in the study area to replace those units lost if the Forestry Department locates on the Hillcrest Tract. Likewise, if the Forestry Department does locate on this site, consideration should be given to designating the area around this development with a more appropriate land use designation.

- D. **PVCC.** Currently, the PVCC master site plan recommends the expansion of the Community College at three locations on the tract.

First, is the proposed future expansion of the main campus cluster. This expansion is proposed to be located to the northeast of the existing building between the hedgerows and the entrance drive. This building will have views to Monticello Mountain, the City, and the Blue Ridge Mountains. The site can be seen by traffic on Interstate 64 and Route 20.

Second, a natural sciences complex, an experimental greenhouse, and a physical education complex are proposed to be built next to the lake. This location was chosen to take advantage of the lake's ecological system and opportunities for water related sports.

Third, a fine arts building and related facilities are proposed to be located on the western portion of the tract next to Route 742 (Avon Street). At this time the College does not plan to provide access onto Route 742, instead it plans to extend the existing internal roadway to the western portion of the tract. This building will be visible on Interstate-64.

Finally, additional parking areas are proposed to be constructed around the new buildings and along the southern portion of the tract next to the existing ball fields.

Any development that occurs on this site should be sensitive to the surrounding historic and residential areas, roadway corridors and any environmental resources located on the property.

- E. **Commercial Service.** Currently, there are no commercially designated lands within the study area and the nearest existing commercial service is located in the City approximately one mile north the study area. One nearby area located on Avon Street in the Mill Creek Planned Unit Development (PUD) is designated in the Comprehensive Plan for Neighborhood Commercial Use.

This area is approximately six (6) acres. However, a condition of the Mill Creek PUD limits the area to 60,000 square feet of commercial building space. Consideration should be given to the need for additional commercial service within the study area.

- F. **Entrance Corridors.** Routes 20 and 53 are entrance corridors to the City and County Urban Area as well as to the historic sites in the area. Any development along either of these roads should be sensitive to their status as entrance corridors and development should be completed in a manner that preserves the character of the area.
- G. **Parkway to Monticello.** Route 53 is the immediate approach corridor to Monticello. The road is two lanes and portions are difficult to maneuver. Consideration should be given to establishing a scenic and protective parkway such as that provided to Mount Vernon. If developed, this parkway should be constructed in a manner that maintains the integrity of the corridor as well as provides a safe roadway. In addition, this portion of Route 53 is part of the Interstate Bicycle Route-76 and if the parkway is constructed, bicycle facilities should be incorporated into the design of the parkway to allow for safe and effective travel.
- H. **Intersection Improvements.** Police reports indicate there are a substantial number of accidents at the intersection of Routes 20 and 53. This high accident rate can be attributed to a large volume of vehicular traffic in the area and the large number of motorists visiting the historic areas that are unfamiliar with the intersection. Traffic at this intersection will likely increase as the area develops. Considerations should be given making improvements to this intersection.
- I. **Interchange Improvements.** Currently, the east bound Interstate-64/Route 20 south bound off ramp does not include a merging lane. This results in traffic backing up on the off ramp and making it more difficult to access onto Route 20 south. Consideration should be given to recommending the construction of a merger lane at this exit.
- J. **New Interchange.** Currently, there is no direct access to Interstate-64 from the western portion of the study area. An interchange at Interstate-64 and Avon Street would improve traffic circulation and development potential in this area. PVCC has plans for a fine arts building in this area which would potentially be impacted by the construction of an interchange.

Consideration should be given to the need for an interchange at this location.

- K. **Bus Service.** Currently, only one bus route serves the area and makes stops at Blue Ridge Hospital and PVCC eleven times a day during the week from 7:52 a.m. to 5:52 p.m. The University Health Services provides a shuttle for employees from 8:00 a.m. to 5:00 p.m. daily from the Old UVA. Hospital to Blue Ridge Hospital every half hour. There is no public means for students, workers and residents to reach the study area after 5:52 p.m. or on weekends. Consideration should be given to determining the feasibility of increasing mass transit service to the study area, especially after portions of the study area are developed.
- L. **Bikeways.** While there are no exact counts, it is known that a large number of bicyclist utilize Routes 20 & 53. These roads are part of the Interstate Bicycle Route-76, which begins in Virginia and extends across the United States where it ends in Oregon. These roads are also popular because they provide access to the City and southern Rural Areas. However, with vehicle and bicycle traffic increasing annually in the area and more expected with increased development the construction of bicycle facilities, especially along that portion of Route 53 between Michie Tavern and Monticello, should be considered.
- M. **Fire Station and Rescue Squad.** A 1990 Study conducted by the Jefferson Country Fire Association indicated a need to improve fire service to the southern Urban Area. This area presently is at a high fire risk based on response time, property values and number of calls. The study area is currently served by the North Garden and East Rivanna Stations which are located approximately 8 miles from the study area. In addition, the City and County have a mutual aid agreement whereby the City will provide supplementary 24-hour fire protection to the County.

The Charlottesville-Albemarle Rescue Squad located on the corner of the Route 250 Bypass and McIntire Road provides service to the the southern Urban Area. The Public Facilities Plan (Draft) recommends a five minute response time to fire emergency calls and a four minute response time to rescue emergency calls within the the County Urban Areas. Because of distance from the southern Urban Area, neither the fire or rescue station is meeting this recommended response time. Therefore, the Public Facilities Plan recommends a joint fire and rescue station located in or near the study area to serve the southern Urban Area. Consideration should be given to making a similar recommendation in this Study.

- N. **Street Lights.** Currently, there are only four street lights located on the eastern side of Route 20 and many portions of this heavily traveled area are poorly illuminated. This road is heavily utilized by PVCC staff/students and Blue Ridge Hospital workers during the night-time hours. Consideration should be given to improving street lighting in the area from Interstate-64 to Route 53.
- O. **Regional Stormwater Detention.** It is possible that with new development, the study area will have a large percentage of impervious cover. Regional stormwater detention facilities are usually more efficient in controlling runoff and easier to operate and maintain than individual stormwater facilities. Consideration should be given to developing a regional stormwater management plan for the study area.
- P. **Viewshed.** The Carter's Mountains ridge line is located just east of the study area. Any development that occurs along the western slope of these mountains will have a significant impact on the viewshed of the study area. Consideration should be given to limiting development and/or establishing design standards for western slope of these mountains in order to protect the viewshed of the study area.
- Q. **Protection of Environmental Resources.** There are a number of tributary streams, lakes and wetlands scattered throughout the study area. At the present time, studies indicate a high water quality in these streams, lakes and wetlands. Also, there are areas of critical slopes located throughout the study area. Considerations should be given to recommending measures that will ensure that these environmental resources are maintained.

XII. RECOMMENDATIONS

The following recommendations have been developed in conjunction with the Blue Ridge Area Task Force and Advisory Committee based on the information provided in the Background and Issues sections.

- A. **Land Use Change (Blue Ridge Tract):** Expand the Growth Area boundary south across Interstate-64 and east across Route 20 to coincide with the Albemarle County Service Authority (ACSA) jurisdictional area located on the Blue Ridge Hospital tract. This expansion is based on the conditions that the area be designated for public/semi-public use and any development be consistent with the Master Land Utilization Plan for the Blue Ridge Hospital tract dated May of 1991 (See Map L/Appendix B).

Justification: This expansion will provide consistency with the Comprehensive Plan by having the Albemarle County Sewer Authority (ACSA) jurisdictional area coincide with the Urban Area. In addition, this land use designation is consistent with present uses on the Blue Ridge Hospital tract.

Implementation: The Master Land Utilization Plan provides the fundamental guide for the physical development of the Blue Ridge Hospital tract north of Route 53. The University has no immediate plans for significant expansion of existing facilities or development of new structures; therefore, the Master Land Utilization Plan is general in nature. However, the plan does address typical uses allowed on the property, building location, building requirements, transportation issues, and protection of environmental and historical resources.

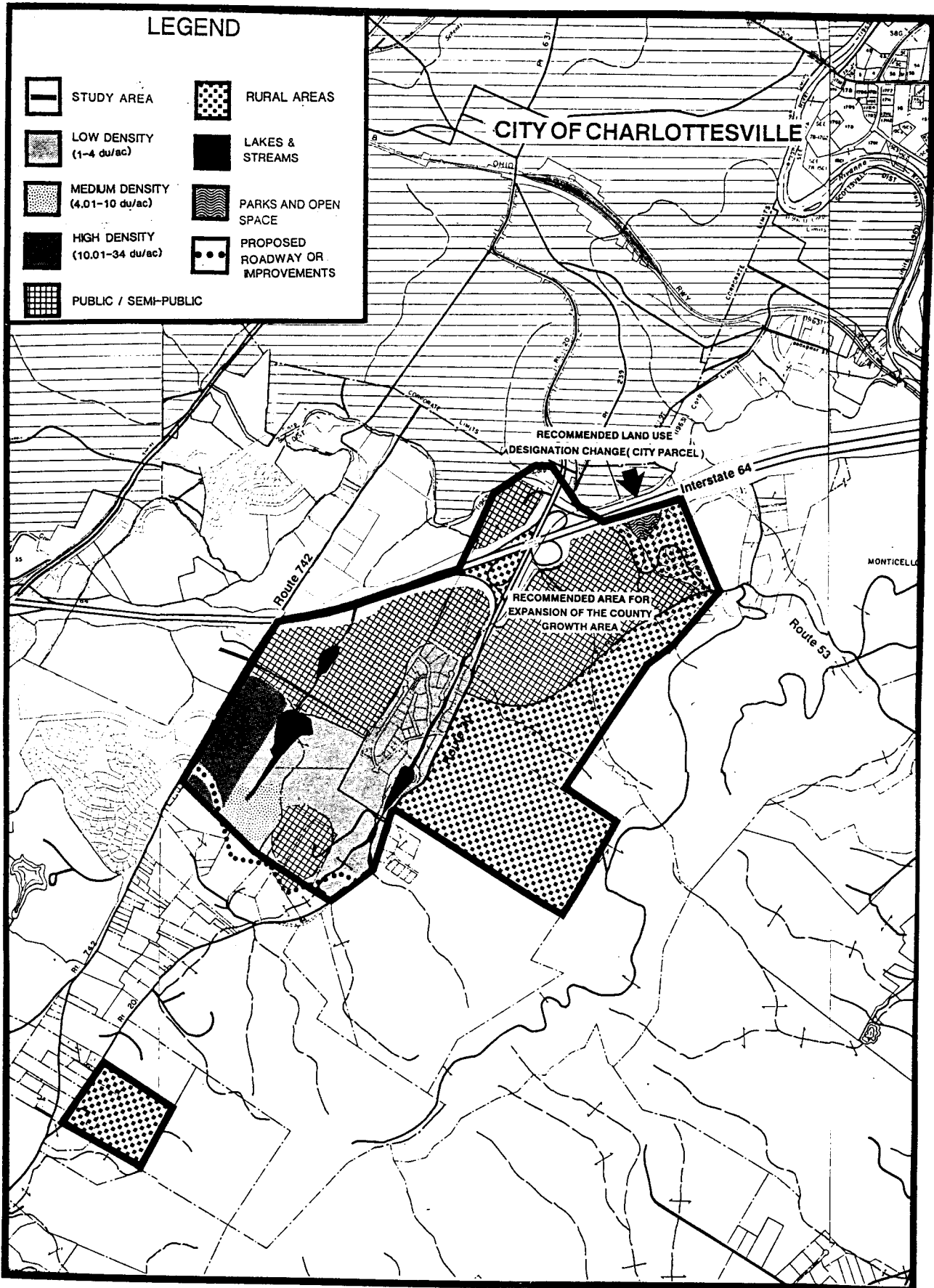
The ACSA jurisdictional area designation shall remain, but only to provide water and sewer services to the tract for development consistent with the Master Land Utilization Plan.

- B. **Land Use Change (Hillcrest Tract):** If the Forestry Department undertakes its proposed office development, change the Comprehensive Plan land use designation of approximately 30 acres in the northern portion of the tract from low density residential to public/semi-public and replace the residential holding capacity lost as a result of this development.

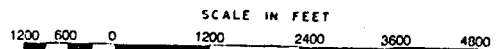
Justification: The Forestry Department is planning to locate its Headquarters Office Building and Administrative Support Facility on 26 acres located in the northeast quadrant of the Hillcrest tract. The current recommended Comprehensive Plan land use designation of low density residential is not consistent with an office development. Development of

BLUE RIDGE NEIGHBORHOOD STUDY

COMPREHENSIVE PLAN GROWTH AREA EXPANSION AND LAND USE DESIGNATION RECOMMENDATIONS



MAP L



the Forestry Department offices will result in the loss of 26-104 potential housing units on the Hillcrest tract. During the development of the Comprehensive Plan for Albemarle County it was an overriding theme that residential holding capacity in the designated Urban Area be maintained.

Implementation: Designate approximately 30 acres east of Willow Lake and south of PVCC, surrounding the Forestry Department development, for public/semi-public use (See Map M). This designation is contingent on the Forestry Department locating at this site. Such an amendment should not take place until this development is undertaken. Likewise, medium density land use designation within the study area should be increased approximately 10 acres to replace the potential residential units lost with the construction of the Forestry Department. The low residential land use designation area near the proposed connector road or the low residential land use designation area between the Hillcrest lake and the high density land use designation along Route 742 should be changed to a medium density land use designation (See Map M).

- C. **Land Use (Health Sciences Support Facility):** Allow expansion of existing facilities at the Health Sciences Support Facility that are consistent with the rural character, non-intensive and supportive of the current use.

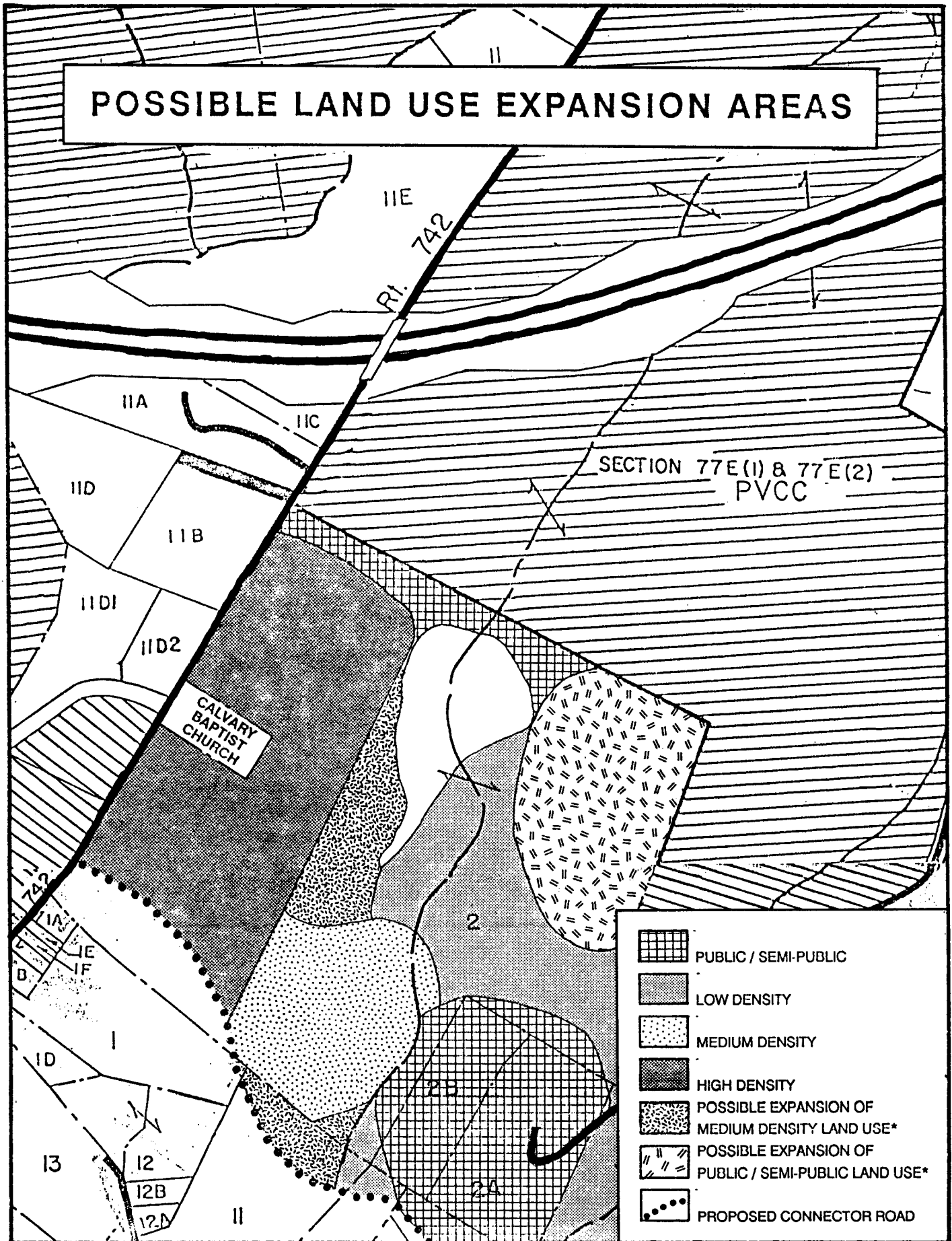
Justification: The existing use on this tract is non-intensive and of a rural character consistent with the Rural Area designation for that area.








Implementation: Any new development on this tract shall adhere to the following: 1) new facilities shall be of a low scale with common access from Route 20; 2) new facilities shall be screened and buffered from the surrounding residential uses and Route 20 to maintain the functional and aesthetic integrity of the area; 3) environmental resources such as wetlands and forested areas shall be protected; and 4) new uses shall be supportive of existing uses.

- D. **Land Use (City Parcel):** Ensure that this parcel is developed in a manner that is consistent with the surrounding land use designations.

Justification: The parcel is currently designated commercial on the City's Land Use Plan Map. A commercial use on this parcel would be inconsistent with the surrounding land use and detrimental to the character of the surrounding area.

POSSIBLE LAND USE EXPANSION AREAS



-  PUBLIC / SEMI-PUBLIC
-  LOW DENSITY
-  MEDIUM DENSITY
-  HIGH DENSITY
-  POSSIBLE EXPANSION OF MEDIUM DENSITY LAND USE*
-  POSSIBLE EXPANSION OF PUBLIC / SEMI-PUBLIC LAND USE*
-  PROPOSED CONNECTOR ROAD

MAP M

* Expansion of this land use is contingent on the location of the Forestry Department on the Hillcrest Tract.

Implementation: Consideration should be given to changing the land use designation of this parcel to a park and open space designation to be more consistent with the surrounding area.

- E. **Commercial Service:** Allow commercial service within certain portions of the study area under a Planned Unit Development (PUD).

Justification: Given the possible location of the Forestry Department on the Hillcrest tract and the possible addition of approximately 800-2000 housing units to the study area, the proposed commercial development in the Mill Creek PUD may not be able to adequately support this area. Therefore, additional commercial service may be needed to adequately serve the study area.

Implementation: Any commercial development is to be limited to those regulations governing commercial service outlined in Section 20.9 of the Albemarle County Zoning Ordinance. This limits the gross floor area of uses permitted in commercial service areas to a maximum of twenty square feet per dwelling unit approved on the application plan. It also disallows any commercial establishment to have a gross floor area in excess of 5,000 square feet. Typical primary uses are to be limited to convenience services that provide non-durable goods and services. This includes such uses as convenience shopping, day care, general market, restaurants, service stations, offices and other similar retail and service uses. Commercial structures should be arranged in a fashion to encourage pedestrian access from surrounding residential and office uses through a sidewalk system. By allowing commercial development only under a PUD, the County will be able to review all proposals to ensure that they are appropriate for the area.

Commercial development consistent with the aforementioned is to be limited to an area west of an unnamed tributary of Moore's Creek and south of PVCC's property (See Map N). This will allow for minimal impact on Route 20 as an entrance corridor to the Urban Area and Monticello.

- F. **Expansion of PVCC:** Expand PVCC in a manner which is sensitive to the surrounding area and based on the master plan for the site (See Appendix C).

Justification: Expansion in this manner will ensure

development is sensitive to Route 20 and Interstate-64, the Monticello viewshed, the surrounding residential areas and any environmental resources on the property.

Implementation: The proposed expansion of the main campus is to be adequately screened from Route 20 in order to preserve it as an effective entrance corridor to the Urban Area and historic areas. Lighting of the buildings, parking areas and ballfields should be direct, that is, not produce a halo effect that would be detrimental to the Monticello viewshed. Any replacement of existing lights should be consistent with this policy. Proposed parking areas located on the southern portion of the tract are to be adequately screened and buffered from the adjacent tract, which is planned for residential use. Development that is visible from Interstate-64 is to be softened by tree or other vegetative plantings. Finally, any construction is to be sensitive to the environmental resources located on the property, such as Cow's Branch, the PVCC lake, steep slopes around the lake area and any wetlands.

PVCC is in the process of revising their master plan for the school. These issues should be addressed in that revision.

- G. **Protection of Routes 20 and 53 as Entrance Corridors:** Preserve the character of the area by implementing design and building standards for development along Routes 20 and 53.

Justification: Design and building standards will ensure that any development plans along Routes 20 and 53 are sensitive to their status as entrance corridors to the urban and historic areas.

Implementation: The County has recently created an Architectural Review Board that reviews all development plans within the entrance corridor overlay district. The entrance corridor (EC) district generally consists of an area five hundred (500) feet from entrance corridor roads. Both Routes 20 and 53 are entrance corridor roads.

The intent of the EC district is to protect the County's natural, scenic, historical, architectural and historic resources. The County intends to develop corridor plans for each EC roadway in order to preserve and protect the corridors. Such corridor plans will likely address specific building and architectural design criteria as well as signage and other aesthetic matters. The corridor plans developed for Routes 20 and 53 need to reflect the unique characteristics of the area.

- H. **Parkway to Monticello:** Construct a scenic and protective Parkway to Monticello that allows for safe and efficient traffic movement and preserves the rural character of the area.

Justification: First, the current two lane approach to Monticello above Michie Tavern is curvy and difficult to maneuver. Second, the entrance to Monticello lacks adequate sight distance and is located on a curve. Third, this road is utilized by over 600,000 tourists each year and many visitors are unfamiliar with the roads sharp turns and Monticello's entrance. Finally, this road is a designated national bicycle route and is heavily used by bicyclists in the area. Currently, because of road design, speed limits and traffic volumes, that portion of Route 53 between Michie Tavern and Monticello is extremely dangerous for bicycle travel. Bicycle facilities should be constructed in conjunction with the parkway to allow for safer bicycle travel.

Implementation: To be sensitive to the quality of Monticello's viewshed a scenic and protective parkway is to consist of the following: 1) minimum of 14 foot road lanes to allow vehicles to travel safely; 2) separated bicycle facilities such as a bike lane, roadway bike path or paved shoulder to allow bicycles to travel safely; 3) landscaped to be aesthetically pleasing with the establishment of a minimum 150-200 foot vegetative buffer from property lines; 4) provisions for allowing vegetative landscaping within the road right-of-way; and 5) design of roadway structures such as signs, guardrails, utility poles, etc. in a manner that preserves the character of the area. In addition, the parkway will utilize the existing Route 53 right-of-way and not extend past boundaries of such right-of-way.

Preservation of the existing rural character and safety improvements, especially along the portion of the road east of Michie Tavern toward Monticello are encouraged. Conception designs and cross sections need to be developed by the County and Virginia Department of Transportation (VDOT) at an early stage.

It is intended that an alternative route for trucks and other commercial traffic be identified. This would help alleviate traffic and congestion in the area. These projects should be undertaken in coordination with VDOT and funded, if appropriate, in the Six-Year Primary Road Plan and by other sources benefitting from this project.

- I. **Routes 20 and 53 Intersection Improvements:** Work with

the Virginia Department of Transportation (VDOT) to consider additional improvements which would improve the safety of this intersection.

Justification: Police reports indicate there are a substantial number of traffic accidents at the intersection of Routes 20 and 53. Traffic at this intersection is likely to increase as the area develops.

Implementation: Develop design measures to improve safety at this intersection and have it funded through the Six-Year Primary Plan undertaken by the Virginia Department of Transportation (VDOT) and Albemarle County.

- J. **Blue Ridge Hospital Entrance:** Relocate the present entrance to the Blue Ridge Hospital directly across from the PVCC/Thomas Jefferson Visitor's Center entrance to coincide with major development of the Blue Ridge tract.

Justification: The current entrance into the Blue Ridge Hospital tract is located near the Interstate -64/Route 20 interchange and with the possible development of the Blue Ridge Hospital tract and the area in general, traffic volumes are expected to increase. Police reports have indicated a number of accidents on that portion of Route 20 between Interstate-64 and Route 53. Recently, a traffic signal has been placed at the PVCC/Thomas Jefferson Visitor's Center and by relocating the hospital entrance to this location will allow for safer and more efficient movement of traffic in the study area.

Implementation: The new entrance shall coincide major development on the Blue Ridge Hospital tract and shall be constructed to Virginia Department of Transportation (VDOT) standards. Once the new entrance is constructed, the existing entrance along with the crossover and left hand turn lane would be closed.

- K. **Transit Service:** Assess the feasibility of expanding transit service to PVCC and Blue Ridge Hospital and consider providing future service to other portions of the proposed the study area.

Justification: Currently, only one bus route serves the area and makes stops at Blue Ridge Hospital and PVCC eleven times a day during the week between 7:52 a.m. to 5:52 p.m. There is no public mode of transportation for students, workers and residents to reach the study area in the evenings or on weekends. In

addition, with the potential for development in the area, bus service may be warranted, especially to the Forestry Department.

Implementation: Work with the Charlottesville Transit Service to analyze the future needs for public transportation in this area consistent with the Public/Private Transportation guidelines.

- L. **Bicycles:** Provide a safe and efficient bicycle transportation system within the study area.

Justification: While there are no exact counts, it is known that a large numbers of bicyclists utilize Routes 20 and 53. These roadways are part of the Interstate Bicycle Route-76 as well as provide access to the City and southern and eastern portions of the County Rural Area. With vehicle and bicycle traffic increasing annually in the area and more traffic expected with development, the implementation of a safe and efficient system is warranted.

Implementation: The draft Charlottesville-Albemarle Bicycle Plan recommends a separated bicycle facility along Routes 20 and 53 and along the proposed Route 742 (Avon Street)-Route 20 Connector road. Separated bicycle facilities consist of bike lanes, roadway bike paths, or paved shoulders. These facilities are to be developed in conjunction with VDOT and should be constructed simultaneously with road improvements or construction projects. Funding for bicycle facilities should be through a combination of federal, state, local, and private funds.

- M. **Interchange Improvements:** Evaluate the possibility of installing an acceleration lane on the east bound Interstate-64/Route 20 south exit.

Justification: Currently, vehicles exiting Interstate 64 to access Route 20 south must come to a complete stop before entering onto Route 20 south. This has resulted in backups on the ramp and makes it more difficult to access Route 20 south.

Implementation: Before funding this project a traffic and feasibility study is to be conducted and determination of whether the interchange improvement is eligible for acceptance into the Federal Interstate System. This will assist in analyzing the traffic impact of an interchange improvement on the existing area and help determine if the project is warranted.

- N. **Interchange:** Evaluate the need and feasibility for an interchange at Interstate-64 and Route 742 (Avon Street).

Justification: Currently, there is no central access to Interstate-64 from neighborhood 4, and this combined with the lack of an east-west connector, has restricted development potential of the area.

Implementation: Before funding this project a traffic and feasibility study is to be conducted and determination of whether the interchange is eligible for acceptance into the Federal Interstate System. This will assist in analyzing the traffic impact of an interchange on the existing area and help determine if the project is warranted.

The cost of an interchange study is to be funded by the Capital Improvements Program and, if possible, the Six Year Primary Road Plan undertaken by Albemarle County and the Virginia Department of Transportation (VDOT). Actual conceptual designs should be developed by the City and County in conjunction with the Virginia Department of Transportation at an early stage.

If the interchange is constructed, the County and VDOT should work closely with PVCC to ensure that the interchange can be constructed in a manner that will not adversely impact the fine arts building planned to be constructed on the PVCC campus near this area.

- O. **Fire Station and Rescue Station:** Locate a joint fire station in or near the study area to reduce response times and increase fire fighting and rescue capabilities.

Justification: The study area is currently served by the North Garden and East Rivanna Volunteer Fire Stations which are located approximately 8 miles from the study area. Response times to the study area is usually about 10 minutes; however, response times are probably greater during the day time hours when the stations are sparsely staffed. The City and County have an agreement where the City provides an engine truck to all alarms in the County, if a truck is available. If a truck is not available, the County depends on service to the study area by the volunteer stations.

A 1990 study conducted by the Jefferson Country Fire Association determined the study area to be at a high fire risk based on response times, property values, and number of calls.

The Charlottesville-Albemarle Rescue Squad is located on the corner of Route 250 Bypass and McIntire Road and provides service to the study area. The Public Facilities Plan (Draft) recommends a five minute

response time for all emergency fire calls and a four minute response time to all emergency rescue calls within the Urban Area. Because of distance, neither the fire or rescue stations meet this recommended response time. Therefore, the Public Facilities Plan (Draft) recommends a joint fire and rescue station in or near the study area to serve the southern Urban Area. To provide consistency, this Study also recommends a joint fire and rescue station in or near the study area.

Implementation: The need for fire and rescue service improvements to this area have been identified in the County Public Facility Plan (Draft) and funding for the construction of this station should be through the Capital Improvement Program and/or developer contributions.

- P. **Street Lights:** Add additional street lighting along the Route 20 corridor near the PVCC entrance, at the Routes 20 and 53 intersection, and at other areas of need to improve safety in the study area.

Justification: First, there are only four street lights located on Route 20 and many portions of this heavily traveled area are poorly illuminated. Route 20 is heavily utilized by PVCC staff/students and Blue Ridge Hospital workers during the night time hours. Second, the possibility exists that the Blue Ridge Hospital entrance will be located directly across from PVCC's and street lights would add to the safety of this intersection. Third, the intersection of Routes 20 and 53 is already dangerous and street lights may improve safety during the night time hours. Finally, there are possibly other areas within the study area that are not identified that with the installation street lights may improve safety.

Implementation: A street lights plan that indicates areas of need should be developed and funding for street lights should be provided through the County's Capital Improvements Program.

- Q. **Regional Stormwater Management:** Implement a regional stormwater management approach in the study area.

Justification: It is possible that with development of the study area that a large amount of impervious surface will be created. Currently, developments in the County are addressing stormwater runoff by the construction of individual stormwater detention facilities. Individual facilities are usually not as efficient in controlling runoff and are more costly and inefficient to operate than regional stormwater detention ponds.

Implementation: The development of a stormwater master plan for the area should be encouraged. This plan should include analysis of the study area and surrounding area and regional stormwater detention facilities should be sized and located. Funding of these facilities could possibly be through developer's contribution.

- R. **Viewshed Protection:** Regulate development on the Carter's Mountain ridge line to ensure the preservation of the study area's viewshed.

Justification: The Carter's Mountain ridge line is located just east of the study area and any development that occurs along the western slope of these mountains could have an adverse effect on the viewshed of the study area. In addition, a goal of the Comprehensive Plan for Albemarle is to protect the County's natural and scenic resources.

Implementation: In response to this Comprehensive Plan goal, the County is in the preliminary stages of developing an Open Space Plan and associated mountain protection overlay zoning district. It is the intent of this overlay district to regulate land use and development, in such a manner as to: (1) assure that mountain development will not result in the substantial damage of significant natural resource areas, wildlife habitats, or vegetative areas; (2) assure limited clearing or grading of land and; (3) assure proper design of roadways, structures and drainage improvements. Carter's Mountain is to be included in this overlay district.

- S. **Streams and Wetlands Protection:** Provide protection measures for streams and wetlands consistent with the Water Resources Protection Area Ordinance.

Justification: With the likelihood of development in the area, it is critical that the water quality and ecosystem benefits of streams and wetlands be preserved.

Implementation: The County has recently adopted the Water Resource Protection Area Ordinance. This ordinance is enabled by the Chesapeake Bay Preservation Act and intends to protect and improve the quality of water resources by minimizing the effects of human activity upon streams, nontidal wetlands, and other water bodies. The ordinance requires a 100 foot vegetative buffer area around all tributary streams and wetlands connected by tributary streams to retard runoff of nonpoint pollution sources and preserve water quality.

THREE PARTY AGREEMENT

The CITY OF CHARLOTTESVILLE; the COUNTY OF ALBEMARLE; and THE RECTOR AND VISITORS OF THE UNIVERSITY OF VIRGINIA, hereby agree as follows:

The University Will:

1. Voluntarily comply with the land use plans and regulations (as exemplified by those listed in Exhibit 1) of either the City or the County regarding the use of real estate held in Area C on the attached map.

Area C* includes all land not included in Areas A and B (see attached map).

2. Voluntarily submit its construction and/or development plans for review by the City or County to determine their compliance with land use plans and regulations on any real estate held in Area B on the attached map; and make reasonable efforts to comply with any recommendations received.

Area B* includes land which lies at the boundaries of or between the University and either the City or the County and on which the activities of any or all three of the parties might have an effect. Area B will be designated a "study area." The City, County and University will work with each other to try to develop a master plan for the study area perhaps by beginning with its most critical parts. The intent is that the results of the cooperative study will be made a part of the Comprehensive Plan of each body.

3. Voluntarily submit its construction and/or development plans for review by the City or County on any real estate held in

Area A on the attached map; and make reasonable efforts to comply with any recommendations received. Area A* includes land either on the Grounds of the University or at its borders. Since some portions of Area A are of critical importance to the City and County, the University also agrees that it will involve the City and County in the development or revision of its Master Plan for land use, and also in the study of those areas of A which, by mutual consent, will affect the land use plans of each other.

4. Anticipate the formation of a Real Estate Foundation created for the acquisition and development of land which would not be owned directly by the Rector and Visitors, but which would serve University purposes. The Real Estate Foundation will abide by all City and County land use laws and regulations (as exemplified by Exhibit 1) regarding any property it holds. The Foundation also will pay all applicable real estate taxes.

5. Not accept transfer of land to be used for investment purposes from the Real Estate Foundation to itself primarily for the purpose of avoiding the application of the City's and County's land use laws and regulations or taxation.

6. Accept a representative of the City and County as non-voting members of its Master Plan Committee.

7. Involve City and County representatives in site selection studies on any major new facilities which may be planned.

*Any difference of opinion over the geographical extent of either Area A, B, or C shall be governed by the attached map.

The County and/or City Will:

1. Submit to the University and to each other for review all proposed changes in land use plans or regulations in Area B on the attached map and make reasonable efforts to comply with any recommendations made by the other parties.

2. Submit to the University for review all proposed changes in land use plans or regulations in Areas A and C on the attached map and make reasonable efforts to comply with any recommendations made by the University.

3. Attempt to define a desired community growth rate within its laws, regulations, or plans and attempt to regulate development according to this growth rate to the extent allowed by law.

4. Include a representative of the University as a non-voting member of their planning commissions.

The City, County and the University Will:

1. Adopt the same length of land use planning period.
2. Develop and use common definitions and common land use data bases having the same or similar data elements.
3. Adopt the same interval between major reconsiderations of their land use plans and schedule those reconsiderations for the same year, unless precluded from doing so by State requirements.
4. Adopt a substantially similar topical outline for the purpose of describing their land use plans.
5. Share drafts of their land use plans with each other for review and comment in advance of any public hearings.
6. Indicate those portions of each other's plans with which it agrees and do nothing during the planning period to change those portions of the plan without mutual consultation.
7. Not sponsor, seek, nor support legislation restricting the powers of each other regarding any of the terms of the understanding or regarding any other matters related to taxation, land use planning, or land use regulation except by mutual agreement.
8. Agree to non-binding arbitration of any disputes during the term of this Agreement. Arbitrators shall be selected as follows:
 - (a) In case of disagreement involving all three parties, each party shall select one arbitrator.
 - (b) In case of disagreement between any two of the parties,

each party shall select one arbitrator and these two arbitrators shall select a third. If the first two selected are unable to agree on a third, then they shall request the third selection be made by the judge of the Circuit Court of the City of Charlottesville.

9. Agree these understandings may be dissolved on one year's written notice by any party to the other two parties.

10. Take no actions which circumvent the purposes of this agreement.

BY RESOLUTION duly adopted by Council on the 21st day of April , 1986, the Mayor was authorized to execute this Agreement on behalf of the City of Charlottesville.

BY RESOLUTION duly adopted by the Board of Supervisors on the 14th day of May , 1986, the Chairman was authorized to execute this Agreement on behalf of the County of Albemarle.

BY RESOLUTION duly adopted by the Board of Visitors on the 31st day of January, 1986, the President was authorized to execute this Agreement on behalf of the Rector and Visitors of the University of Virginia.

CITY OF CHARLOTTESVILLE

By 

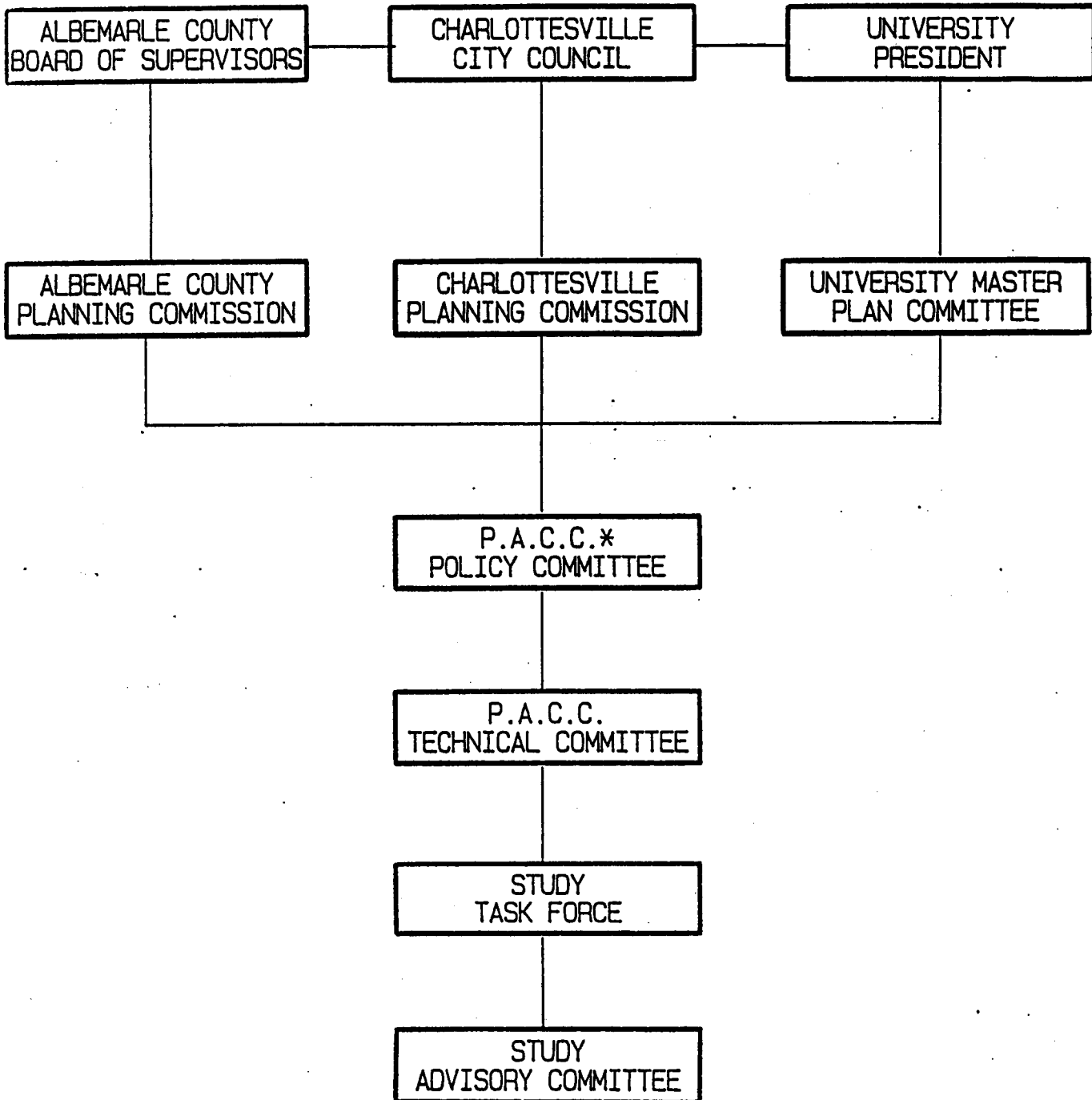
COUNTY OF ALBEMARLE

By 

THE RECTOR AND VISITORS OF
THE UNIVERSITY OF VIRGINIA

By 

PLANNING AND COORDINATION COUNCIL STUDY PROCESS



*Planning and Coordination Council

DCD
7/16/87

(ALSO PLEASE REFER TO THE
ATTACHED MASTER LAND UTILIZATION
PLAN MAPS)

**BLUE RIDGE HOSPITAL
MASTER LAND UTILIZATION STUDY**

March 1991

RECEIVED

MAY 2 1991

PLANNING DIVISION

**UNIVERSITY OF VIRGINIA
HEALTH SCIENCES CENTER**

**DEPARTMENT OF FACILITIES PLANNING AND CONSTRUCTION
FACILITIES MANAGEMENT
UNIVERSITY OF VIRGINIA**

TABLE OF CONTENTS

I. Introduction/Background

II. Existing Site Analysis

Overview

Principal Parcel

Parcel South of Route 53

Parcel Northwest of I-64

III. Master Land Utilization Plan

Overview

Principal Parcel

Parcel South of Route 53

Parcel Northwest of I-64

I. Introduction/Background

This land utilization study is a statement of conceptual development for the 247 acre Blue Ridge Hospital Site based upon available site analyses. It recognizes sensitivity to the issue of highway corridors in addition to site amenities appropriate to the long range utilization of buildable sites.

As there are no immediate plans for significant expansion of existing facilities or for development of the buildable sites, the study does not represent a master plan study.

The Blue Ridge Hospital has become an essential part of the University of Virginia's Health Sciences Center since it was acquired by the University in 1978. Formerly operated by the Commonwealth of Virginia as the Blue Ridge Sanatorium, this complex of forty-one buildings, with appurtenances, is located at the southeast corner of the intersection of Virginia Route 20 and Interstate I-64, five miles from the Health Sciences Center Main Precinct.

The University of Virginia Health Sciences Center at Blue Ridge currently operates 116 inpatient beds and a wide array of specialized treatment, research, and teaching programs, including behavioral medicine, psychiatry, physical medicine and rehabilitation, geriatrics, epilepsy and substance abuse.

Blue Ridge Hospital programs currently provide 34,660 patient days and 12,911 outpatient visits per year.

Prior funding requests, for the construction of a new highway entrance, the extension of natural gas piping to permit both gas and coal fueling of its central steam heating plant, and the upgrading of the six inch water service for fire protection and domestic water improvements, have been deferred. These improvements when funded will possibly precede further infill or expansion development.

II. Existing Site Analysis

Overview

Selected for its abundance of southern solar exposure and fresh air, as a sanatorium, the 247 acre site today is in three parcels. The principal parcel consists of approximately 148.2 acres, while the parcel south of Virginia Route 53 and the parcel northwest of the I-64 and Route 20 intersection are, respectively, approximately 86.3 and 12.5 acres.

The mountain foothills provide a variety of slopes of which the University has a detailed analysis performed in 1979. This analysis is transposed to the "Existing Site Analysis" in

this study to show slopes which are ten percent or less, and slopes which are twenty percent or greater.

Principal Parcel

Natural and reforested wooded areas comprise approximately 65 percent of the principal parcel affording established vegetation around the majority of this parcel.

A running stream bisects this parcel along the southern edge of the existing complex of patient oriented facilities. A major drainage pattern on the northern side of the parcel terminates in a low lying area bordered by steep terrain, including the I-64 embankment. This area is drained under I-64 to Moores Creek. A third rock-lined drainage channel crosses the southeast corner along Route 53 and is piped under Route 20 to a stream. This stream crosses under Route 20 onto this parcel, paralleling Route 20 to its intersection with the bisecting stream, then terminating into Moores Creek.

These streams, associated wetlands and the contiguous sloped terrain and wooded slopes represent environmentally sensitive resources of the parcel as well as the Blue Ridge Area Neighborhood and downstream community.

Elevated above I-64 and Route 20, with exception of the low lying area on the northwest corner, views of this parcel along these corridors are significantly screened by rising topography and existing vegetation. The existing complex of patient facilities is viewed clearly from the westbound lanes of I-64 and Route 20 from the north where it leaves the City of Charlottesville from a higher elevation. Views from the eastbound lanes of I-64 are possible as it nears Route 20, though screened for the most part by topography and existing trees along this boundary.

Portions of the south boundary of the parcel are below Route 53 permitting views of the major patient buildings and adjoining structures. The majority of the boundary along Route 53 is elevated above this road leading to historic Monticello, affording screening by the topography and existing vegetation.

The Health Sciences Center Storage Facility, once a barn complex serving the previous sanatorium, is screened from Route 53. This facility is visible from a portion of Route 20, the Monticello Visitors Center, and the elevated portions of the Piedmont Virginia Community College and residential development west of Route 20.

Public access from I-64 and Route 20 to the parcel occurs at the Route 20 entrance road north of the existing entrance to the Monticello Visitors Center and Piedmont Virginia Community

College on the opposite side. Due to its proximity to the southbound ramp off I-64, which has no acceleration lane, relocation of this entrance has been proposed, but unfunded, for over eight years. Non-public access, from the former Route 53 along the northern boundary of the parcel, occurs near the central heating plant.

Parcel South of Route 53

The parcel south of Route 53 is approximately 90 percent covered by natural and reforested woods. Approximately 50 percent of this parcel has slopes greater than 20 percent. Approximately eight to ten acres of the parcel approaching the Route 20 intersection has slopes of less than ten percent.

A significant drainage pattern from the parcel is piped onto the southeast corner of the principal parcel. This rip-rapped ditch discharges into piping under Route 20.

With the exception of approximately 800 feet from the intersection at Route 20, the parcel south of Route 53 is above that highway affording views into the parcel. Portions of that parcel are screened by steep topography along Route 53.

Aside from a culverted access point, currently blocked, there is no existing access road onto the parcel south of Route 53. Access from Route 20 is feasible though hampered by its proximity to the Route 53 entrance and rising topography.

Parcel Northwest of I-64

The site northwest of the I-64 interchange is largely pastured with emergent voluntary shrubs and trees; with mature trees around the existing residential structure in use as a Community Diversion (group) Home.

To the north of the parcel is Moores Creek, a major stream comprising a large drainage pattern for the City of Charlottesville and parts of the County of Albemarle.

Although separated along Route 20 and the westbound ramp onto I-64 by steep topography, the parcel is highly visible from the westbound lanes of I-64, south of Route 20. This parcel is also viewed from Route 20, both north and south of the site, and from I-64 west of Route 20.

The existing access to the parcel is located at the northern end of its frontage on Route 20, just south of a bridge over Moores Creek. There is no deceleration lane for the southbound approach to this entrance, and no crossover on

Structures or areas that are designated a Virginia or National Register Historic Landmark in the future shall be governed by applicable regulations.

Principal Parcel

The buffer zone parallel to Route 53 would be 150 feet from the existing property line, increasing as shown on the Master Land Utilization Plan to 200 feet near Route 20 where existing utility easements occur. Along Route 20 existing vegetation would be preserved, and enhanced by future development, by a buffer zone averaging 200 feet from the existing property line as shown on the Master Land Utilization Plan. A 200 feet buffer also applies parallel to I-64 except as noted on the

Master Land Utilization Plan with respect to existing facility sites. Building setbacks will typically be not less than 20 feet from the buffer zone.

The existing road in the Route 20 buffer zone and that portion of it retained in the future will remain bermed and screened by the existing topography/vegetation. The future roadway in this buffer zone, to the extent practical, will be similarly bermed to optimize screening and fulfill the intent of the buffer zone.

Subject to further analysis, the projected use of the buildable and infill sites would result in impervious land coverage (including buildings, parking and vehicular access) of approximately 40 to 50 percent of the total acreage. The remainder would be existing vegetation, vegetated buffers and landscaping.

Building heights would typically not exceed four stories, with exceptions upon consideration of topography as related to the intent of buffer zones and views from Route 53. On the infill buildable sites, the same would be generally applicable, except that additions to existing structures will be subordinate to those structures.

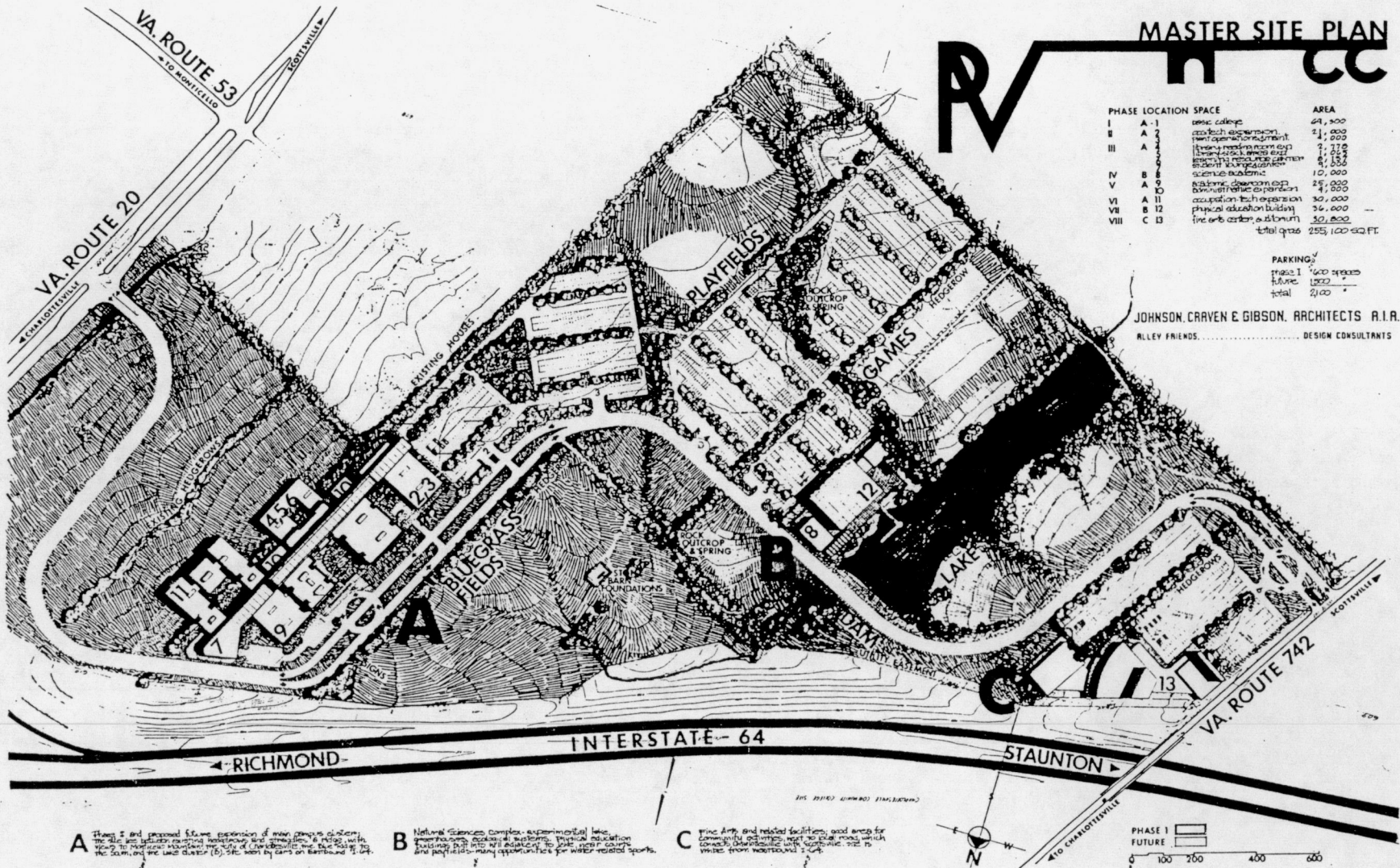
Views from along Route 53 would be screened by the buffer zones, including reforestation of that area along which views of the major patient structures currently exist. This reforestation is under consideration with the Department of Forestry.

Buildings as viewed from Route 53 will not exceed the height of vegetation on the ridge line running along the southeast portion of the property near Route 53. The intent is that buildings will not be seen above the vegetative buffer from Route 53.

Development of the buildable site would result in 50 to 55 percent impervious land coverage depending upon the capacity of a retention pond on the northern boundary. Building heights of two to three stories, with variances for topography, would reflect sensitivity to the parcel's visibility from I-64 and the higher elevation of Route 20 leading out of the City of Charlottesville.

Access to this parcel from Route 20 will require extensive grading to be achieved at the existing median crossover. Expansion of the bridge crossing Moores Creek would be necessary to achieve a deceleration lane for southbound traffic. Alternate access other than along Route 20 merits detailed investigation.

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MASTER SITE PLAN

PHASE	LOCATION	SPACE	AREA
I	A-1	basic college	24,000
	A-2	occupational education	21,000
III	A-3	library reading room	2,250
	A-4	biological science dept	4,125
	A-5	general science department	4,125
IV	B-8	science building	10,000
	A-9	academic classroom dept	25,000
V	A-10	domestic science department	4,000
VI	A-11	occupational tech education	30,000
	B-12	physical education building	30,000
VIII	B-13	fine arts center, auditorium	30,000
	C-13		
total phase			255,120 SQ. FT.

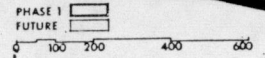
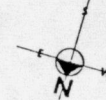
PARKING	
PHASE I	400 spaces
FUTURE	1000
TOTAL	2100

JOHNSON, CRIVEN & GIBSON, ARCHITECTS A.I.A.
ALLEY FRIENDS..... DESIGN CONSULTANTS

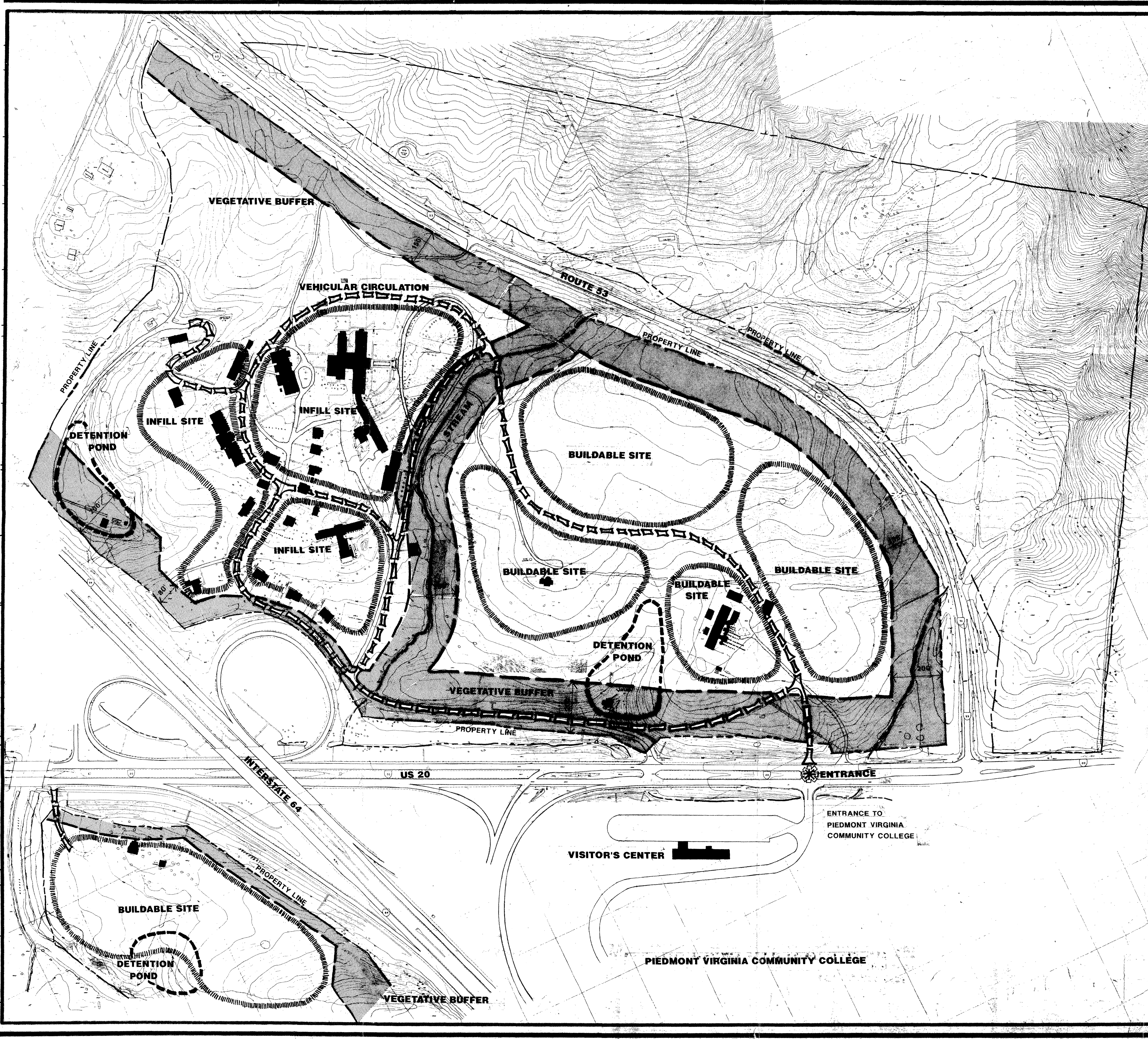
A Phases I and proposed future expansion of main campus cluster, the site and building footprints, landscaping, and circulation. A major walkway to the north connects the site of the main campus and the site to the south, and the lake cluster (B) site seen by cars on Interstate 64.

B Natural Sciences Complex, experimental lab, observation, research building, physical education building, and related facilities. To provide a campus and playfields, many opportunities for water-related sports.

C Fine Arts and related facilities, and area for community gathering, next to lake road, which connects the site with Interstate 64. To provide scenic views and a walkway.


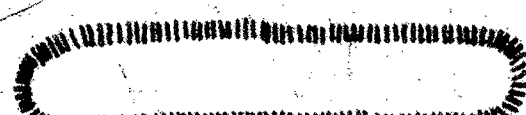







06/01/8



- MASTER LAND UTILIZATION PLAN
- AS THERE ARE NO IMMEDIATE PLANS FOR SIGNIFICANT EXPANSION OF EXISTING FACILITIES OR FOR DEVELOPMENT OF THE BUILDABLE SITES, THIS LAND UTILIZATION PLAN DOES NOT REPRESENT A MASTER PLAN STUDY. LAND USES ARE FOR UNIVERSITY FACILITIES COMPATIBLE WITH AREA USES AND ADJACENT HIGHWAY CORRIDORS.
 - EXISTING TREES IN BUFFER AREAS SHALL REMAIN UNLESS REPLACED FOR REASONS OF DISEASE OR VEGETATIVE SAFETY HAZARD, OR REPLACED TO ENHANCE THE EFFECT OF THE BUFFER.
 - NEW BUILDINGS ARE TO BE COMPATIBLE WITH THE EXISTING SETTING, WITH EXTERIOR MATERIALS WHICH ARE COMPLEMENTARY TO THE EXISTING SETTING. EARTH TONE COLORS WILL BE OF PRIME CONSIDERATION.
 - ALL AREAS NOT SHOWN FOR SPECIFIC USE (BUILDING SITES, PARKS AND THE BUFFER AREAS) ARE TO BE MAINTAINED AS OPEN SPACE. TREES OF STRUCTURES SUCH AS BUILDINGS, PARKING AREAS, SERVICE AREAS, ETC.
 - BUILDABLE SITES SHALL CONSIST OF AREAS OF SLOPES TEN (10) PERCENT OR LESS, WITH A REASONABLE ALLOWANCE BEYOND TO PERMIT GRADING AND SOME UTILIZATION OF SLOPES UP TO FIFTEEN (15) PERCENT.
 - BUILDING HEIGHTS TYPICALLY WILL NOT EXCEED FOUR STORIES, WITH EXCEPTIONS UPON CONSIDERATION OF TOPOGRAPHY AS RELATED TO THE INTENT OF BUFFER ZONES AND VIEWS FROM ROUTE 53.
 - ENVIRONMENTAL RESOURCES SUCH AS STREAMS, ASSOCIATED WETLANDS, AND CONTIGUOUS CRITICAL (25% OR GREATER) SLOPED TERRAIN ARE NOT TO BE DISTURBED, EXCEPT AS NECESSARY TO PROVIDE ACCESS AS SHOWN IN THE PLAN.
 - WOODED AREAS WITHIN A BUILDABLE SITE ARE TO BE PRESERVED TO THE GREATEST EXTENT PRACTICAL.
 - AREAS DESIGNATED FOR INFILL SHALL BE SUBORDINATE TO EXISTING STRUCTURES.
 - STRUCTURES OR AREAS THAT ARE DESIGNATED A VIRGINIA OR NATIONAL REGISTER HISTORIC LANDMARK, IN THE FUTURE SHALL BE GOVERNED BY APPLICABLE REGULATIONS.
 - BEFORE THE DEVELOPMENT OF A BUILDING SITE A GEOLOGICAL ANALYSIS TO DETERMINE THE SUITABILITY OF THE SOILS IS TO BE CONDUCTED.
 - THE PORTION OF THE EXISTING ROAD IN THE VA ROUTE 53 BUFFER ZONE SHALL REMAIN BERMED AND SCREENED BY EXISTING TOPOGRAPHY/VEGETATION. THE FUTURE EXTENSION OF THIS ROADWAY IN THE BUFFER ZONE, TO THE EXTENT PRACTICAL, SHALL BE SIMILARLY CUT AND BERMED TO PROVIDE OPTIMAL SCREENING AND INFILL THE INTENT OF THE BUFFER ZONE.
 - FUTURE ROAD ENTRANCE FROM VA ROUTE 53, OPPOSITE THE ENTRANCE TO THE THOMAS SPRING HIGHWAY REST AREA, SHALL BE CONSTRUCTED IN COMPLIANCE WITH VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS TO ASSURE SAFE ACCESS FROM VA ROUTE 53, THE CROSSOVER AND THE LEFT TURN LANE SHALL BE EXISTING ENTRANCE SHALL BE CLOSED, UPON COMPLETION OF THE FUTURE ROAD ENTRANCE.
 - CURRENT ACCESS FROM ROUTE 1103 (OLD ROUTE 53) SHALL BE MAINTAINED. ACCESS FROM ROUTE 53 IS TO BE LIMITED TO THE TWO (2) EXISTING ACCESSES AND RESTRICTED TO EMERGENCY AND SERVICE ACCESS ONLY. HOWEVER, THESE ACCESSES MAY BE RELOCATED CONSISTENT WITH THE INTENT OF THE BUFFER ZONE AND WITH VIRGINIA DEPARTMENT OF TRANSPORTATION APPROVAL.

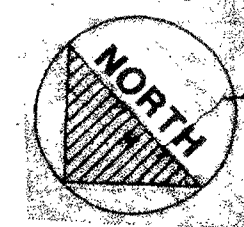
LEGEND

-  VEGETATIVE BUFFER
-  BUILDABLE SITE / INFILL SITE
-  DETENTION POND
-  PROPERTY LINE
-  STREAM
-  VEHICULAR CIRCULATION
-  ENTRANCE

- BUILDINGS AS VIEWED FROM ROUTE 53 WILL NOT EXCEED THE HEIGHT OF VEGETATION ON THE RIDGE LINE RUNNING ALONG THE SOUTHWEST PORTION OF THE PROPERTY NEAR ROUTE 53. THE INTENT IS THAT BUILDINGS WILL NOT BE SEEN ABOVE THE VEGETATIVE BUFFER FROM ROUTE 53.
- BUILDINGS AS VIEWED FROM ROUTE 53 WILL NOT EXCEED THE HEIGHT OF THE VEGETATED BACKGROUND ALONG ROUTE 53. THE INTENT IS THAT BUILDINGS WILL NOT BE SEEN ABOVE THAT VEGETATION.
- WHERE LEGALLY ESTABLISHED ENTRANCE CORRIDOR TYPICAL DISTANCES WOULD BE APPLICABLE IN GENERAL TO PROTECTED ALONG HIGHWAYS ADJOINING THE BLUE RIDGE HOSPITAL PROPERTY, THE UNIVERSITY WILL COMPLY WITH ALL APPLICABLE REQUIREMENTS FOR ENTRANCE CORRIDOR DISTANCE. A FINAL BINDING REVIEW AND COMMENT PURSUANT TO THE REQUIREMENTS OF THE ENTRANCE CORRIDOR DISTANCE HAS CONTAINED IN THE ALBEMARLE COUNTY ZONING ORDINANCE.

**UNIVERSITY OF VIRGINIA
HEALTH SCIENCES CENTER
BLUE RIDGE HOSPITAL
LAND UTILIZATION STUDY**

MASTER LAND UTILIZATION PLAN
SCALE 1"=150'
MARCH 1991
REV. APRIL 1994



PIEDMONT VIRGINIA COMMUNITY COLLEGE

ENTRANCE TO
PIEDMONT VIRGINIA
COMMUNITY COLLEGE

VISITOR'S CENTER

BUILDABLE SITE

DETENTION POND

VEGETATIVE BUFFER

VEGETATIVE BUFFER

VEHICULAR CIRCULATION

BUILDABLE SITE

BUILDABLE SITE

BUILDABLE SITE

BUILDABLE SITE

DETENTION POND

INFILL SITE

INFILL SITE

INFILL SITE

DETENTION POND

INTERSTATE 64

US 20

ROUTE 53

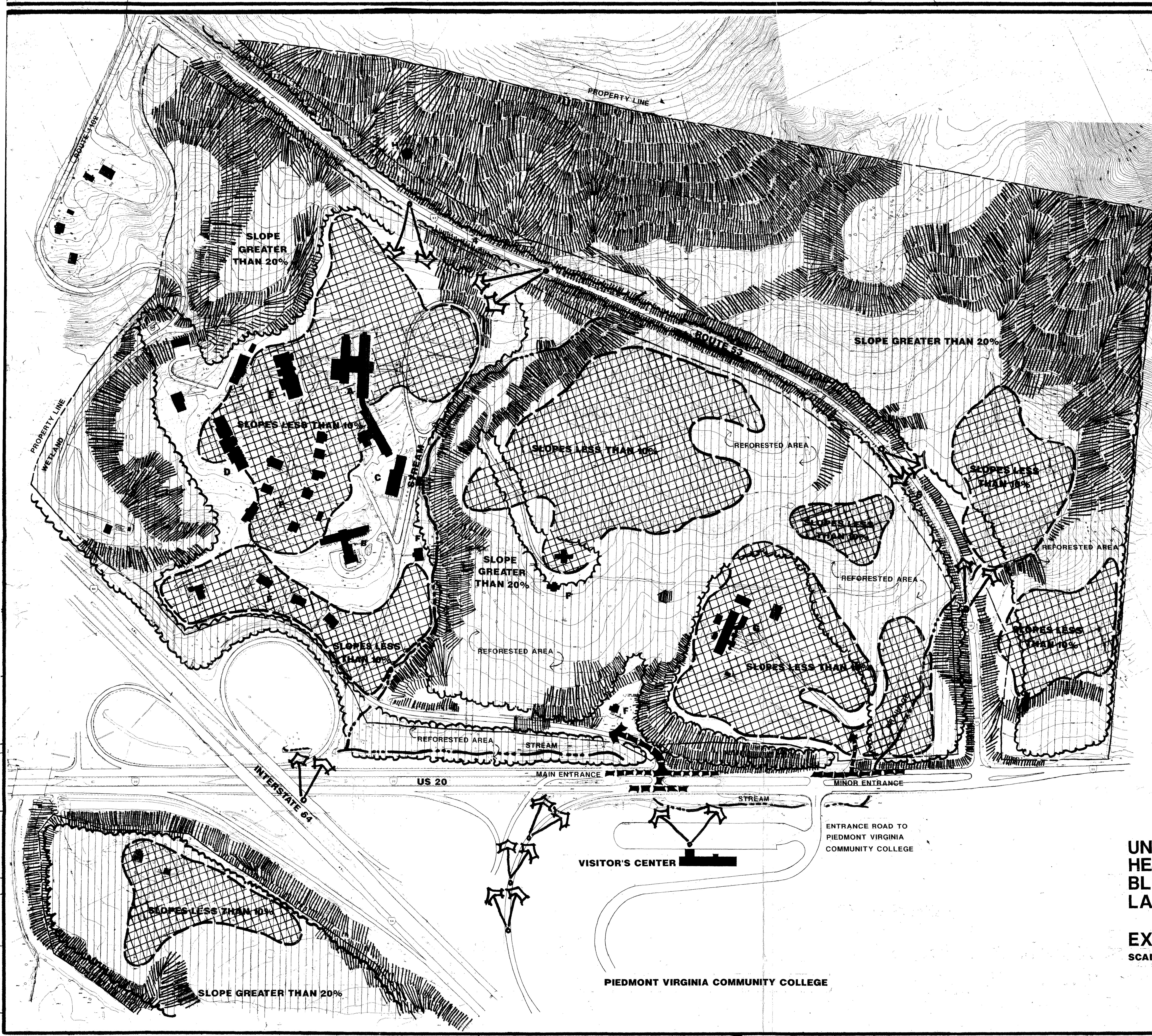
PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

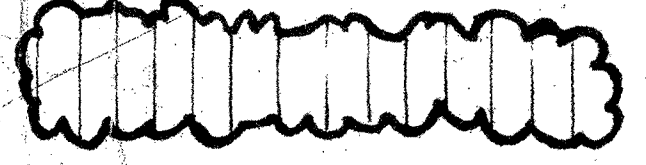







PROPERTY LINE

PROPERTY LINE



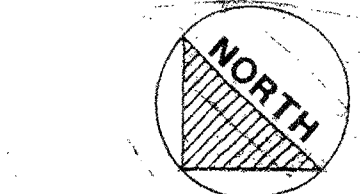
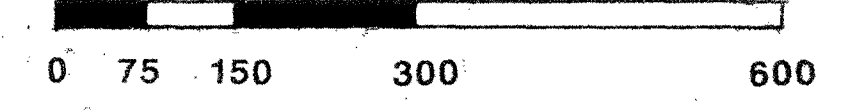
- NOTES**
- NATURAL AND REFORESTED WOODED AREAS COMPRISE APPROXIMATELY 65 PERCENT OF THE PRINCIPAL PARCEL AFFORDING ESTABLISHED VEGETATION AROUND THE MAJORITY OF THIS PARCEL. THE SITE NORTHWEST OF THE I-64 INTERCHANGE IS LARGELY PASTURED WITH EMERGENT VOLUNTARY SHRUBS AND TREES, WITH MATURE TREES AROUND THE EXISTING RESIDENTIAL STRUCTURE IN USE AS A COMMUNITY DIVISION (GROUP) HOME. THE PARCEL SOUTH OF ROUTE 53 IS APPROXIMATELY 90 PERCENT COVERED BY NATURAL AND REFORESTED WOODS. APPROXIMATELY 50 PERCENT OF THIS PARCEL HAS SLOPES GREATER THAN 20 PERCENT.
 - STREAMS, ASSOCIATED WETLANDS AND THE CONTIGUOUS SLOPED TERRAIN AND WOODED SLOPES REPRESENT ENVIRONMENTALLY SENSITIVE RESOURCES OF THE PROPERTY AS WELL AS THE BLUE RIDGE AREA NEIGHBORHOOD AND DOWNSTREAM COMMUNITY.
 - EXISTING BUILDINGS:
 - INPATIENT/OUTPATIENT FACILITY (3 TO 6 STORIES)
 - STAFFORD HALL/EDUCATION CONFERENCES, OFFICES (3 STORIES)
 - CHILD CARE FACILITY (1 STORY)
 - WRIGHT HALL/OUTPATIENT OFFICES (2 TO 3 STORIES)
 - LYMAN MANSION/VACANT (2 TO 3 STORIES)
 - FORMER RESIDENTIAL STRUCTURES/CLINICAL RESEARCH, OFFICES, CHILD CARE OUTPATIENT PROGRAMS (1 TO 2 1/2 STORIES)
 - FORMER FARMING STRUCTURES/STORAGE (1 TO 2 STORIES W/SILO)
 - WATER STORAGE TANK.
 - FORMER SERVICE ROAD (CLOSED) AND EXISTING SERVICE ACCESS TO WATER STORAGE TANK
 - EXISTING PASTURE ACCESS (NOT IN USE)

LEGEND

-  WOODED
-  SLOPES LESS THAN 10%
-  SLOPES GREATER THAN 20%
-  PROPERTY LINE
-  STREAM
-  VEHICLE ENTRANCE
-  VIEWS INTO SITE FROM ADJACENT ROADS
-  EXISTING HELIPAD

**UNIVERSITY OF VIRGINIA
HEALTH SCIENCES CENTER
BLUE RIDGE HOSPITAL
LAND UTILIZATION STUDY**

EXISTING SITE ANALYSIS
SCALE 1"=150'



MARCH 1991

PIEDMONT VIRGINIA COMMUNITY COLLEGE