comprehensive plan

1977 1995

albemarle county, virginia

COUNTY GROWTH AREA
LAND USE PLANS

DETAILED LAND USE AMENDMENTS

April, 1980

Planning Reports, Numbers 1 and 2

DETAILED LAND USE AMENDMENTS

Comprehensive Plan
1977-1995

Adopted - April, 1980

Planning Reports are issued by the Albemarle County Planning Department to detail and/or implement aspects of the 1977 Adopted Comprehensive Plan. They are intended as amendments to the Comprehensive Plan and must be officially adopted in a process which includes review by concerned citizens along with review by the Planning Commission. The intent of these reports is to center all long-range planning in the County on the concerns stated in the Comprehensive Plan.

All Planning Reports include a listing of relevant goals and objectives along with applicable standards as outlined in the "Comprehensive Plan Proposals" and "Plan Implementation" chapters of the Plan. Reports also include review of the data base, data analysis, alternative responses, and conclude with either a statement of findings or a series of recommended actions on policies.

COUNTY GROWTH AREA

LAND USE PLANS

Table of Contents

INTRODUCTION

One of the primary goals of the Comprehensive Plan is to prevent the expansion of the suburban development into nearby rural, agricultural land. This is considered important for two reasons: first, to preserve the rural character of the County, and second, to promote efficient, cost-effective, and environmentally sound delivery of services such as water, wastewater treatment, transportation, parks and recreation, education, police and fire protection, and solid waste disposal.

To accomplish this goal, growth areas were established for the concentration of development. These growth areas include: the seven neighborhoods of the Urban Area, the Communities of Crozet and Hollymead, the Villages of Ivy, North Garden, Earlysville, Stony Point, and Piney Mountain, and the area around Scottsville. This report contains detailed growth area land use plans, amendments to the 1977-1995 Comprehensive Plan, establishing land use patterns and policy for use by public officials, developers, and concerned citizens in their decisions concerning land development in these areas.

The densities and type of development called for in these proposed land use plans are dependent on the existence of an adequate service infrastructure capable of supporting the increased population. Necessary services include adequate roads, water, wastewater treatment, schools, and fire protection.

Table 8, on Page 21 of these amendments, represents a computation of the ultimate holding capacity for the Urban Area Neighborhoods. Within this area, 47,295 persons can be accommodated, based on the densities called for in the amended land use plans. It is recommended, however, that a maximum population of 13,600 be accommodated within the Urban Area in this planning period (1977-1995).

The first section of this report contains the actual detailed land use maps for all growth areas, along with tables illustrating the developmental impacts of the plans. The second section, the appendices, contains a review of the original goals, objectives and standards, and a review of the existing conditions in each growth area along with their land use implications.

PLAN SUMMARY

DETAILED LAND USE AMENDMENTS

URBAN AREA, COMMUNITIES

AND VILLAGES

NEIGHBORHOOD ONE

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

A major amendment to the Comprehensive Plan is the deletion of all land within the Watershed of the South Fork of the Rivanna from the urban growth area. As a result of this action, the borders of Neighborhood One are: Route 29 on the east, the floodplain of the South Fork of the Rivanna River to the north, and the SPCA, Rio, Hydraulic Road loop on the west and south, with a small portion of the land south of Hydraulic Road between Georgetown and the City line included.

The neighborhood contains a multitude of uses (see Map 1) including low, medium, and high density residential, commercial, commercial office, industrial, and recreational. There are a large number of undeveloped acres of medium density residential land and commercial and commercial office land (see Table 1) in the area. A parcel of County-owned land on Whitewood Road, presently vacant, is recommended for recreational uses.

Suggested road improvements include: (1) the extension of Greenbrier Drive to the Rio-Hydraulic Road intersection; (2) improvements to the Whitewood-Lamb's-Hydraulic Road intersection; (3) the extension of Commonwealth Drive to Peyton Drive in the south, and the extension of Commonwealth to Berkmar in the north central portion of the growth area; (4) construction of a western bypass intersecting with Route 29 just to the south of the South Fork of the Rivanna River.

PLAN IMPACTS

Densities of development used to determine the potential impacts of the detailed land use amendments are as follows:

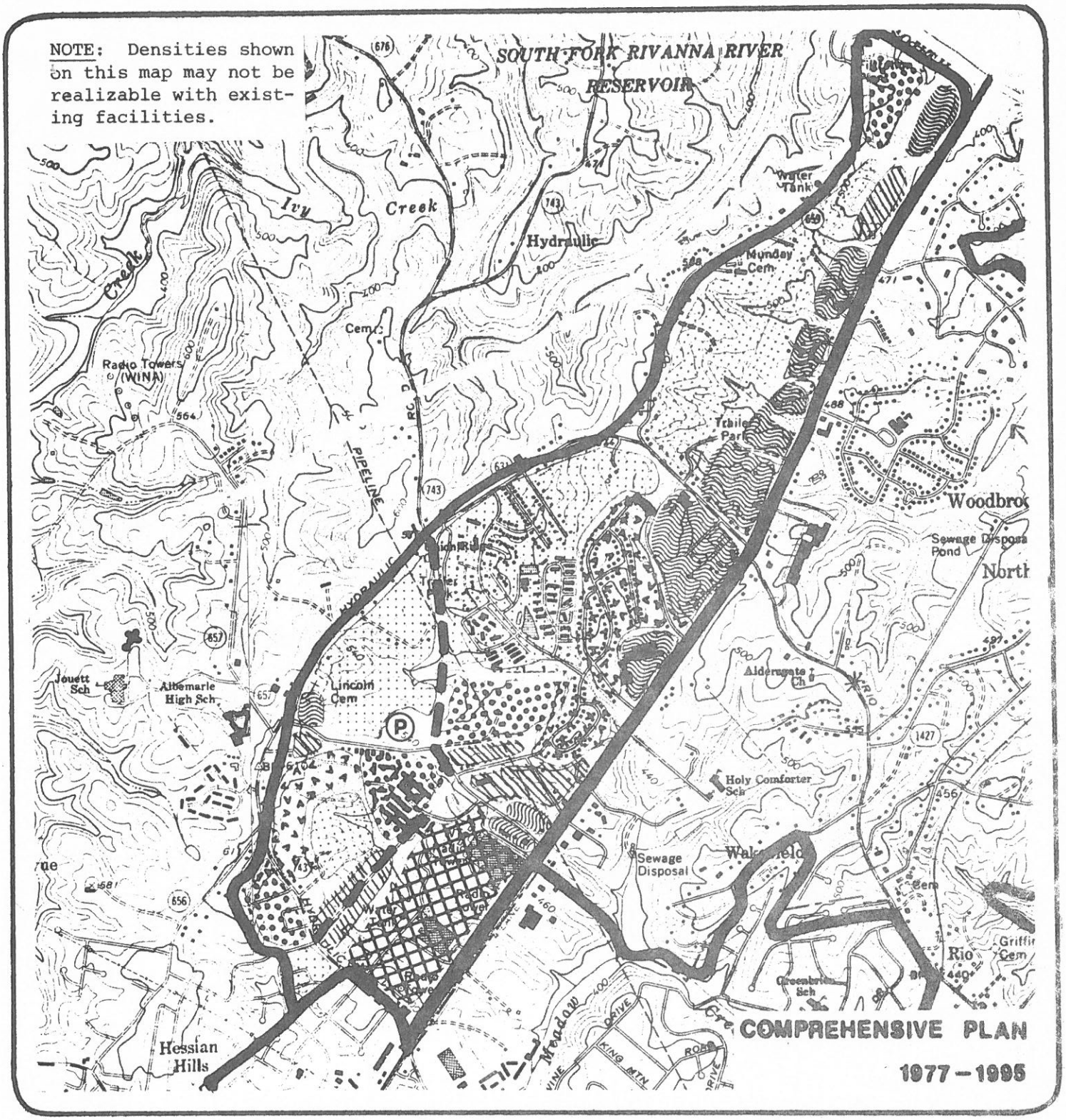
Suburban residential (already developed)
Low density residential 2.5 units/acre
Low-medium density residential 6 units/acre
Medium density residential 7.5 units/acre
High density residential 15 units/acre

These average densities are multiplied by the number of undeveloped acres in each category. This operation is done for all growth areas and presented in the "Impacts of Land Development" tables accompanying each map. Table 1 presents the plan's impact on development in Neighborhood One. These figures are derived using an acreage grid and should be treated as estimates only.

Table 1
Impacts of Land Development
Neighborhood One

	Population	DU's	Acreage
Residential - Low (1-4 du/acre)	160	50	20
Residential - Medium (5-10 du/acre)	4485	1725	230
Residential - High (11-34 du/acre)	1560	600	40
Residential - Total	6205	2375	290
Commercial			60
Commercial Office			50
Industrial			0
Open Space/Recreational			40
Total undeveloped land			440

NOTE: Low density equals 3.2 persons per unit average; Medium density equals 2.6 persons per unit average; High density equals 2.6 persons per unit average; Low-medium density equals 2.6 persons per unit average.



Map 1 **Urban Area**

Neighborhood One

DETAILED LAND USE AMENDMENT

KEY

- Low Density Res. (1-4 du/ac)
- Med. Density Res. (5-10 du/ac)
- High Density Res. (11-34 du/ac)
- Commercial
- Commercial Office
- Industrial
- Open Space/Recreational (P = Proposed Park)
- Proposed Roadway (CATS)

Scale

-N-

1"-2000'

NEIGHBORHOOD TWO

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Important amendments to the original land use plan for Neighborhood Two include the change to a higher density (low-medium or 6 du/acre) for the land east of the Southern Railway right-of-way, and the extension of the proposed McIntire roadway north to Hollymead (Charlottesville-Albemarle Transportation Study).

Neighborhood Two is a prime growth area, due to the presence of necessary facilities, employment, and existing zoning patterns. There are large amounts of medium and low-medium density undeveloped land in the area. Open space is recommended for Meadow Creek, the area along the proposed McIntire extension corridor, and the lake and stream system north of Rio Road between Woodbrook and Northfields.

The Carrsbrook Subdivision, which is already developed at less than one unit per acre, has been designated suburban residential, a category limiting further development to the average density existing in the subdivision or a maximum of one unit per acre, whichever is lower.

PLAN IMPACTS

Table 2

Impacts of Land Development
Neighborhood Two

	Population	DU's	Acres
Residential-Suburban (maximum 1 du/acre)	0	0	0
Residential-Low (1-4 du/acre)	1120	350	140
Residential - Low-Medium (maximum 6 du/acre)	5460	2100	350
Residential - Medium (5-10 du/acre)	2145	825	110
Residential - High (11-34 du/acre)	975	375	25
Residential - Total	9700	3650	625
Commercial			40
Commercial Office			25
Open Space			400
Total Undeveloped Land			1090

Urban Area Map 2 **COMPREHENSIVE PLAN**

Neighborhood Two **1977 – 1995**

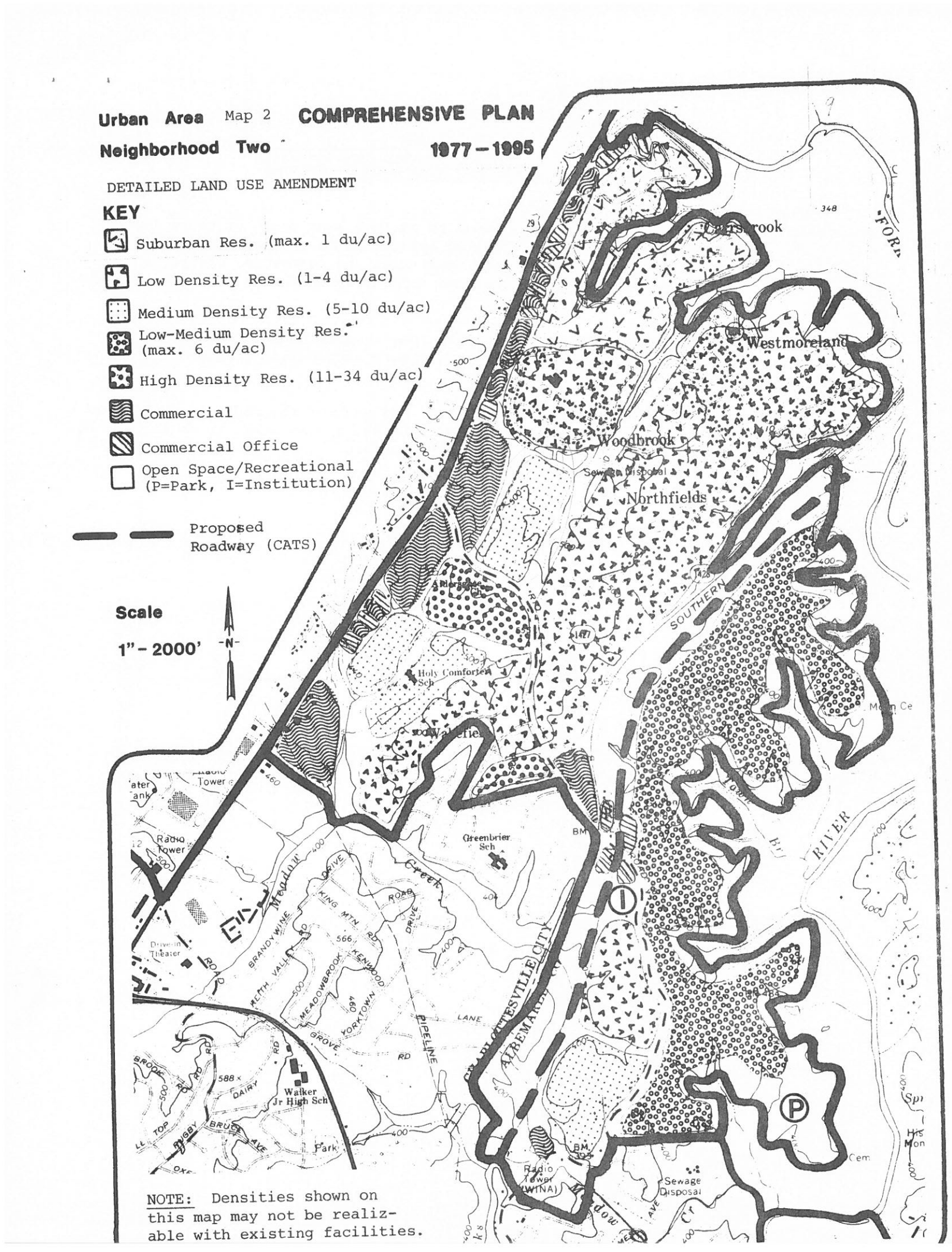
DETAILED LAND USE AMENDMENT

KEY

- Suburban Res. (max. 1 du/ac)
- Low Density Res. (1-4 du/ac)
- Medium Density Res. (5-10 du/ac)
- Low-Medium Density Res. (max. 6 du/ac)
- High Density Res. (11-34 du/ac)
- Commercial
- Commercial Office
- Open Space/Recreational (P=Park, I=Institution)
- Proposed Roadway (CATS)

Scale

1" – 2000'



NOTE: Densities shown on this map may not be realizable with existing facilities.

NEIGHBORHOOD THREE

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Neighborhood Three has been amended to exclude land south of Route I-64 from the Urban Area. Also, land designated industrial in the original plan has been changed to a combination of planned commercial and commercial office, and some high density residential uses have been added both south and north of Route 250.

The existing subdivision of Glenorchy near I-64 is buffered from the high density residential land to the west by low density alternating with medium, a mixture of uses.

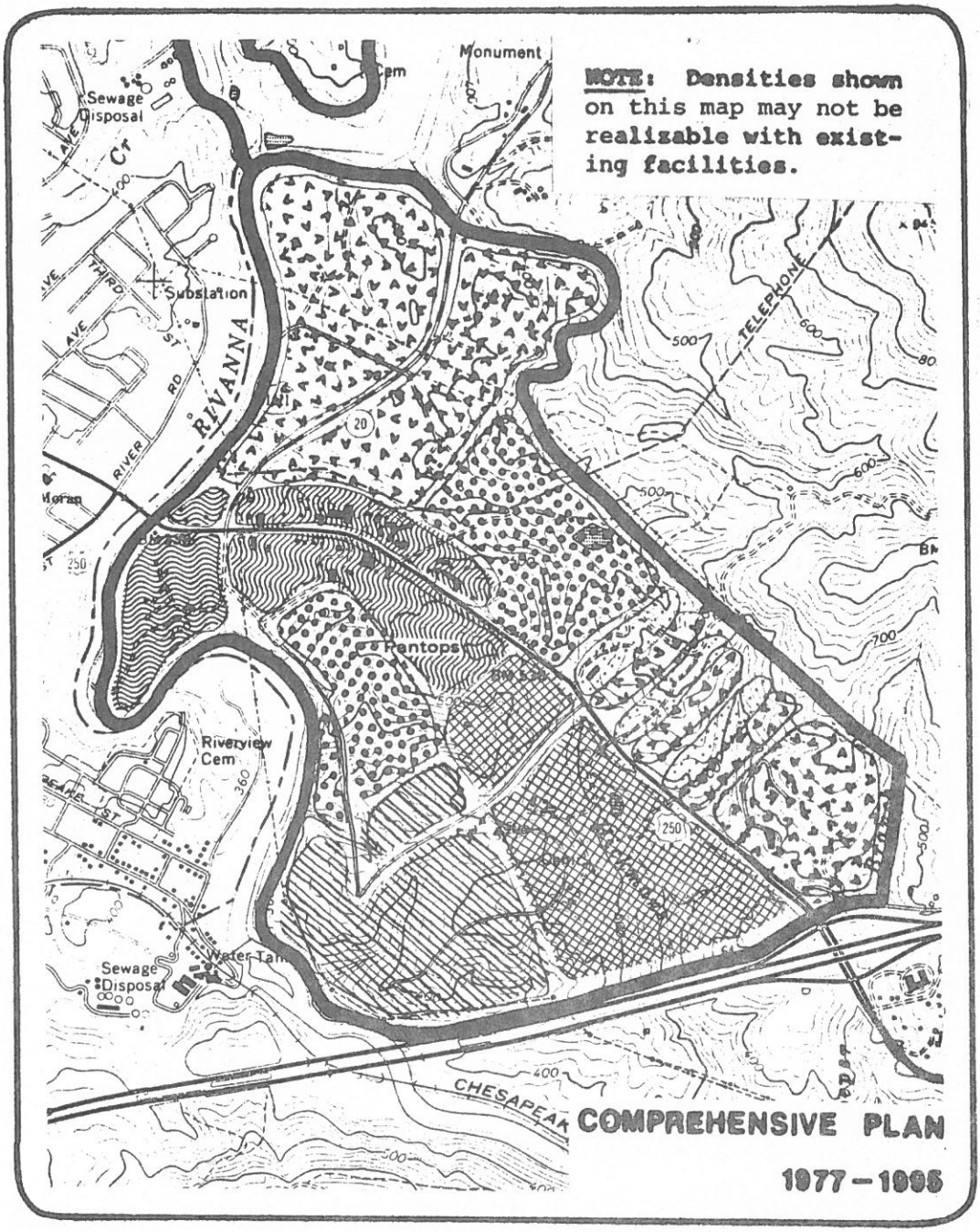
The commercial land south of Route 250, and east of the ridge is designated "planned commercial," a category calling for internal access only, in an attempt to alleviate strip development along a major thoroughfare.

PLAN IMPACTS

Table 3
Impacts of Land Development

Neighborhood Three

	Population	DU's	Acres
Residential - Low (1-4 du/acre)	2080	650	260
Residential - Medium (5-10 du/acre)	975	375	50
Residential - High (11-34 du/acre)	5460	2100	140
Residential - Total	8515	3125	450
Commercial			55
Commercial Office			70
Planned Commercial			110
Open Space			20
Total undeveloped land			805



Map 3 **Urban Area**

Neighborhood Three

DETAILED LAND USE AMENDMENT

KEY

- Low Density Res. (1-4 du/ac)
- Med. Density Res. (5-10 du/ac)
- High Density Res. (11-34 du/ac)
- Commercial
- Commercial Office
- Planned Commercial
- Open Space/Recreational

-N-

Scale

1" - 2000'

NEIGHBORHOOD FOUR

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Neighborhood Four is primarily an area of low density residential land uses, with a number of institutional areas and one large, privately owned recreational facility. Amendments include the expansion of the industrial land south of Route I-64, the addition of high density land in the Willoughby area, the creation of a second commercial area on Avon Street, and the addition of the Biscuit Run Drainage Basin.*

A roadway linking Route 20 with Fifth Street, and serving primarily the industrial land at the heart of the community is recommended in the CAT Study.

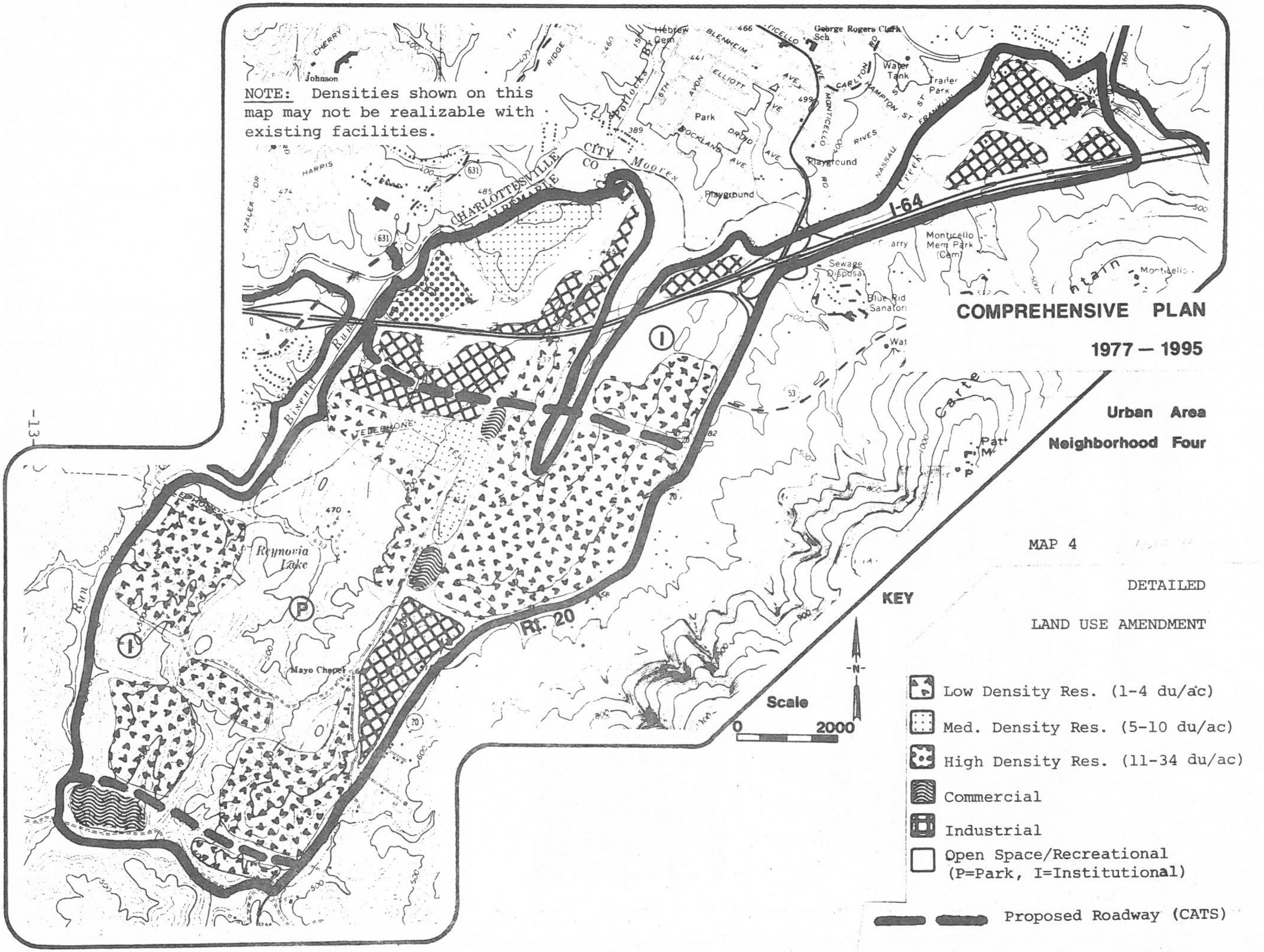
PLAN IMPACTS

Table 4

Impacts of Land Development
Neighborhood Four

	Population	DU's	Acres
Residential - Low (1-4 du/acre)	4320	1350	540
Residential - Medium (5-10 du/acre)	1755	675	90
Residential - High (11-34 du/acre)	1365	525	35
Residential - Total	7440	2550	665
Commercial			35
Industrial			160
Open Space - Recreational/Institutional			410
Total Undeveloped Land			1270

* See Appendix III for a composite map of Neighborhoods Four and Five containing the Biscuit Run Drainage Basin.


COMPREHENSIVE PLAN
1977 — 1995
Urban Area
Neighborhood Four
MAP 4
DETAILED
LAND USE AMENDMENT
NOTE: Densities shown on this map may not be realizable with existing facilities.
KEY
Low Density Res. (1-4 du/ac)
Med. Density Res. (5-10 du/ac)
High Density Res. (11-34 du/ac)
Commercial
Industrial
Open Space/Recreational (P=Park, I=Institutional)
Proposed Roadway (CATS)
Scale
0
2000
N
I-64
Rt. 20
CHARLOTTESVILLE
ALBEMARLE
CITY
CO
Moores
Creek
Reynovia Lake
Mayo Chapel
Monticello Mem Park (Cem)
Sewage Disposal
Blue Ridge Sanatori
Playground
Park
Water Tank
Trailer Park
George Rogers Clark Sch
Hebrew Cem
Johnson
Bisenti Run
Run
TELEPHONE

NEIGHBORHOOD FIVE

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Neighborhood Five resembles Neighborhood Four with the vast majority of its undeveloped land area slated for low density residential development. The neighborhood plan has been amended to exclude the Sherwood Farms area, and the proposed connector between Old Lynchburg Road and Route 29. The medium density residential area north of Route I-64 has been changed to high density. Also, the Biscuit Run drainage basin has been added on the southeastern edge of the neighborhood.*

One proposed roadway, which would eliminate the dangerous curve on Old Lynchburg Road for through traffic, remains in the Charlottesville-Albemarle Transportation Study, and is shown on Map 5.

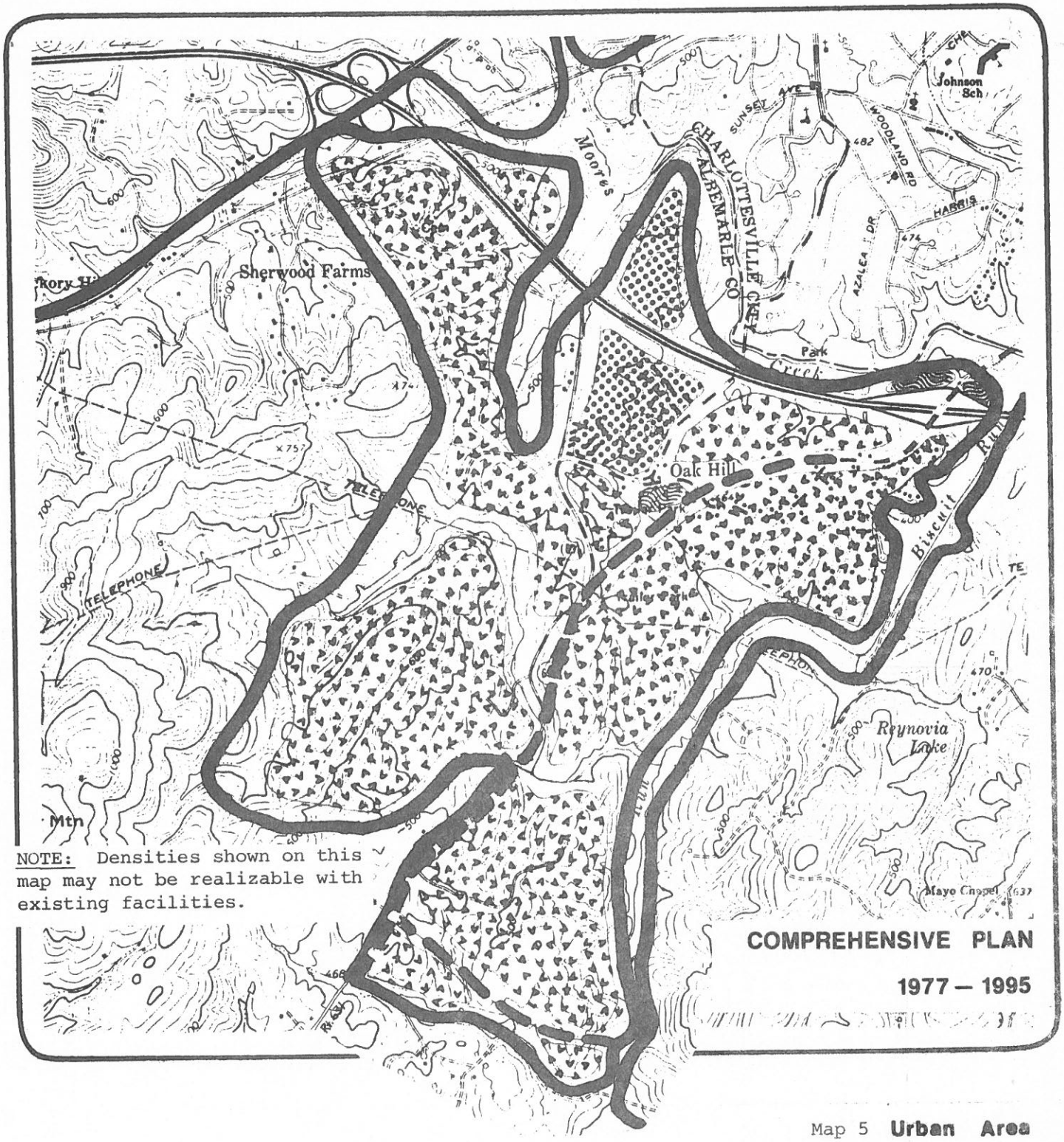
PLAN IMPACTS

Table 5

Impacts of Land Development
Neighborhood Five

	Population	DU's	Acres
Residential - Low (1-4 du/acre)	5280	1650	660
Residential - Medium (5-10 du/acre)	0	0	0
Residential - High (11-34 du/acre)	1560	600	40
Residential Total	6840	2250	700
Commercial			10
Open Space/Recreational			140
Total Undeveloped Land			850

* See Appendix III for a composite map of Neighborhoods Four and Five containing the Biscuit Run Drainage Basin.



NOTE: Densities shown on this map may not be realizable with existing facilities.

Map 5 **Urban Area**

Neighborhood Five

DETAILED LAND USE AMENDMENT

KEY

- Low Density Res. (1-4 du/ac)
- Med. Density Res. (5-10 du/ac)
- High Density Res. (11-34 du/ac)
- Commercial
- Open Space/Recreational
- Proposed Roadway (CATS)

-N-

Scale

1" - 2000'

NEIGHBORHOOD SIX

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Amendments to the Neighborhood Six land use plan include various areas where existing development needed recognition, a new industrial area just to the north of the Route 29/Interstate 64 interchange, and an area of medium density residential on Fontaine Avenue, east of Route 29.

The majority of Neighborhood Six is taken up by land owned by the University of Virginia, specifically the undeveloped Birdwood property at the center of the area. The remainder is primarily in existing suburban development, with some undeveloped commercial and low density residential land south of I-64.

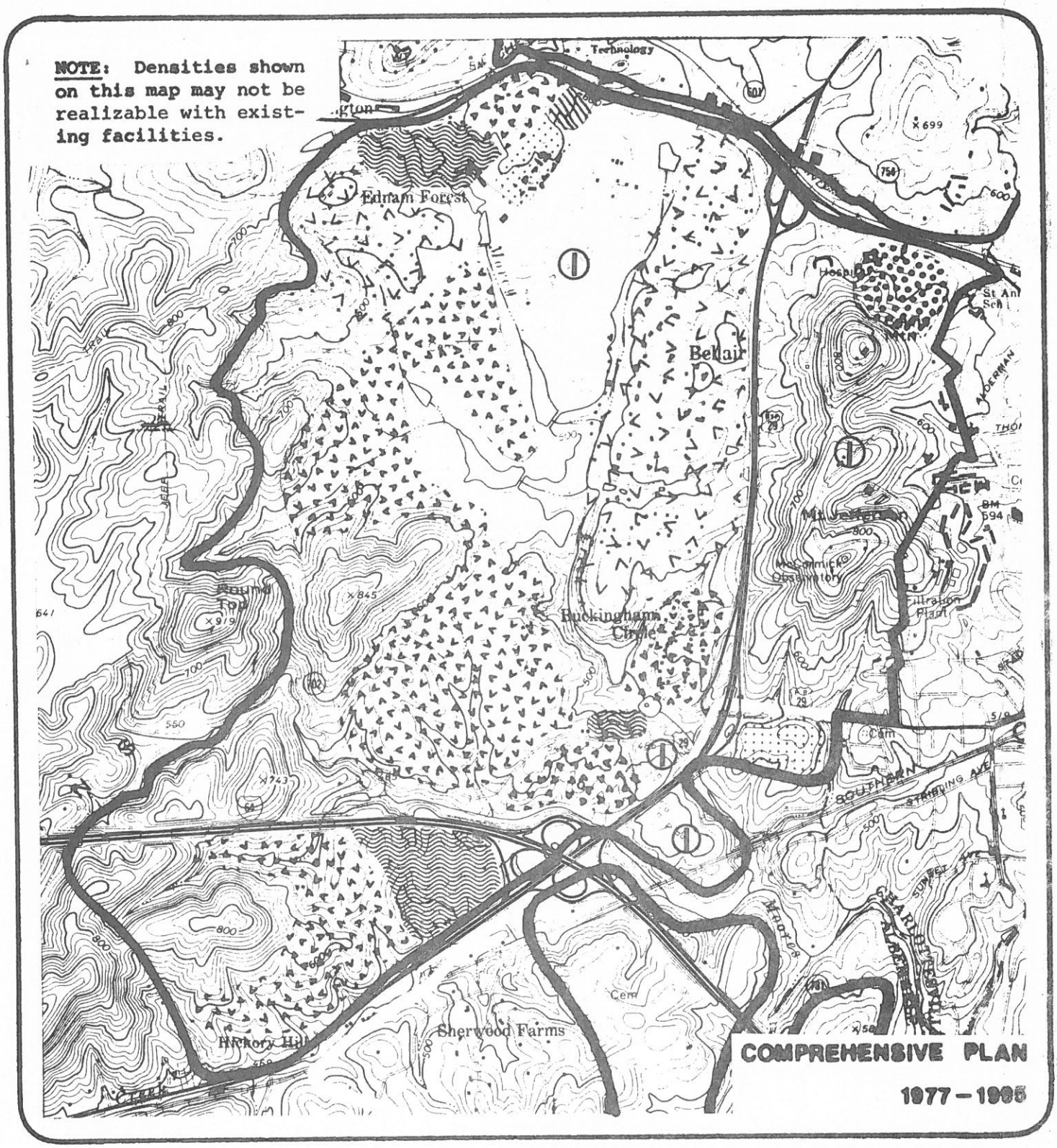
PLAN IMPACTS

Table 6

Impacts of Land Development

Neighborhood Six

	Population	DU's	Acres
Residential-Suburban (maximum 1 du/acre)	0	0	0
Residential - Low (1-4 du/acre)	4160	1300	520
Residential - Medium (5-10 du/acre)	585	225	30
Residential - High (11-34 du/acre)	0	0	0
Residential - Total	5400	1525	550
Commercial			50
Industrial			40
Open Space/Recreational			460
Total undeveloped land			1650



KEY

- Suburban Res. (max. 1 du/ac)
- Low Density Res. (1-4 du/ac)
- Med. Density Res. (5-10 du/ac)
- High Density Res. (11-34 du/ac)
- Commercial
- Industrial
- Open Space/Recreational (I=Institutional)

Map 6 **Urban Area**

Neighborhood Six

DETAILED LAND USE AMENDMENT

Scale

1" - 2000'

NEIGHBORHOOD SEVEN

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Neighborhood Seven is also affected by the exclusion of all land within the Watershed of the South Fork of the Rivanna River from the growth area. The neighborhood's new borders follow roughly Georgetown Road, Barracks Road, and a ridge between Stillhouse Mountain and the Institute for Textile Technology on the west, Route 250 on the south, and the City/County line on the east.

As a result of this amendment, undeveloped land is limited to some low density residential around St. Annes/Belfield School, some high density residential to the west of the Route 29 Bypass, and scattered commercial and commercial office sites.

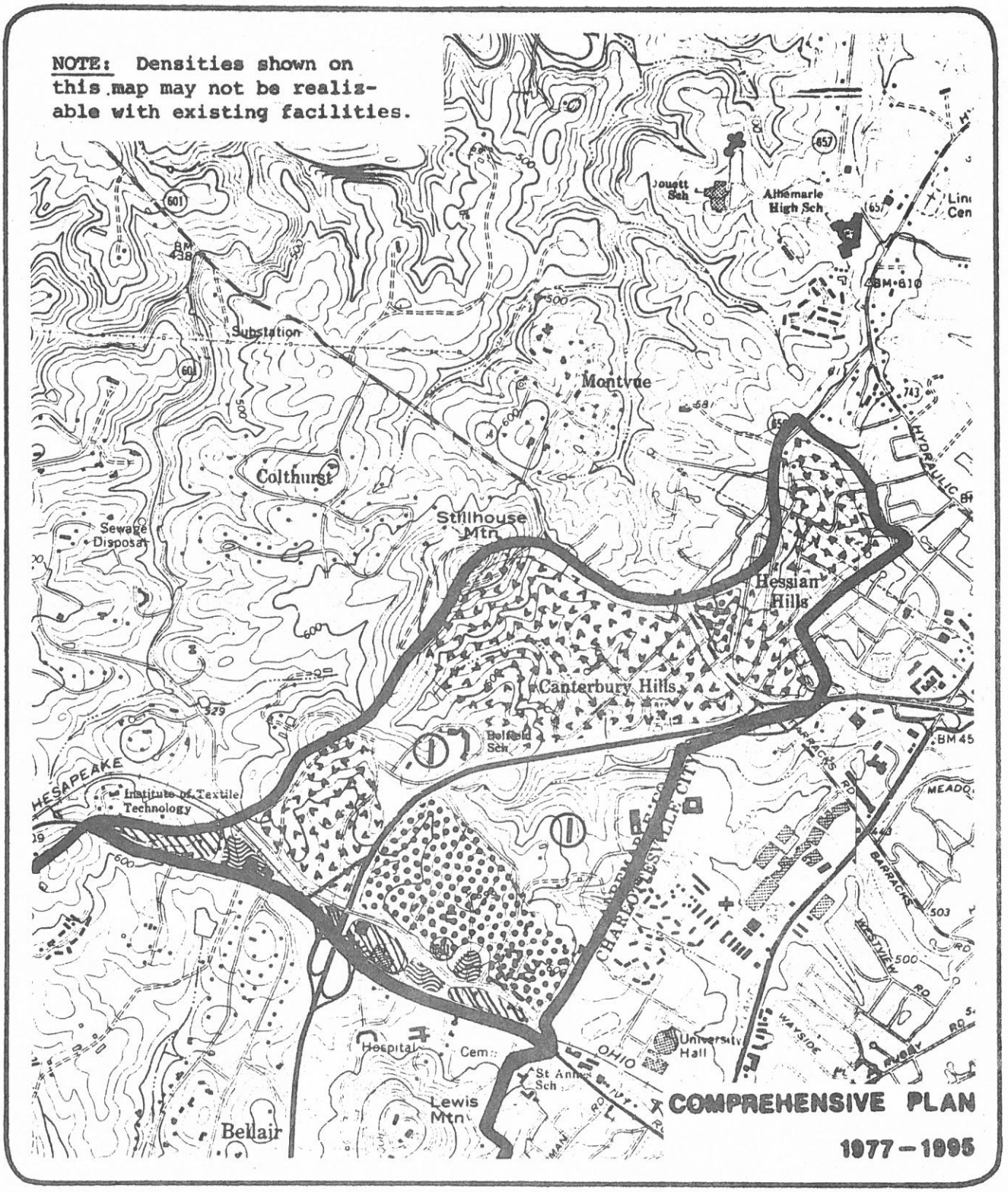
PLAN IMPACTS

Table 7

Impacts of Land Development

Neighborhood Seven

	Population	DU's	Acres
Residential - Low (1-4 du/acre)	1120	350	140
Residential - High (11-34 du/acre)	2730	1050	70
Residential - Total	3850	1400	210
Commercial			15
Commercial Office			20
Open Space/Recreational			10
Total undeveloped land			255



Map 7 **Urban Area**

Neighborhood Seven

DETAILED LAND USE AMENDMENT

KEY

- Low Density Res. (1-4 du/ac)
- High Density Res. (11-34 du/ac)
- Commercial
- Commercial Office
- Open Space/Recreational (I=Institutional)

N

Scale

1"-2000'

URBAN AREA SUMMARY

A summary of the impacts of the amendments appears in Table 8.

Table 8

Impacts of Land Development

Urban Area Summary

	Population	DU's	Acres
Residential - Suburban (max. 1 du/acre)	0	0	0
Residential - Low (1-4 du/acre)	18,240	5700	2280
Residential - Low-Med (max. 6 du/acre)	5,460	2100	350
Residential - Medium (5-10 du/acre)	9,945	3825	510
Residential - High (11-34 du/acre)	13,650	5250	350
Residential - Total	47,295	16,875	3490
Commercial			265
Commercial Office			165
Planned Commercial			110
Industrial			200
Open Space/Recreational			1480
Total undeveloped land			5710

NOTE: These impact calculations are derived using an acreage grid and should be treated as estimates only.

HOLLYMEAD COMMUNITY

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

Amendments to the Hollymead Land Use Plan include: (1) the exclusion of land lying north of Route 649 and east of Route 29; (2) the exclusion of land west of Route 29 between Routes 643 and Route 29; (3) the inclusion of land, primarily industrial, between Route 606 and Route 29; (4) the shifting of high and medium density residential acreage from the center of the community closer to Route 29 in order to alleviate transportational impacts; and (5) the shifting of the proposed governmental center closer to the middle of the residential area, and the middle school to the Hollymead Elementary School site, leaving only the high school site at the extreme southern end of the community near Route 29.

Transportation improvements include: (1) improvements to the intersection on Route 649 east of Route 29 to create a regulation intersection and alleviate the problems associated with the curve in front of the Maple Grove Church; (2) the creation of an interior connector link with the McIntire Road Extended project out of the City; and (3) the construction of a road linking the Hollymead School site and the center of the community with Route 643.

PLAN IMPACTS

"Public Institutions" here include primarily schools, with one governmental center near the heart of the community. The "environmentally sensitive" designation includes all land in streams or steep slopes, suitable for open space or recreational uses.

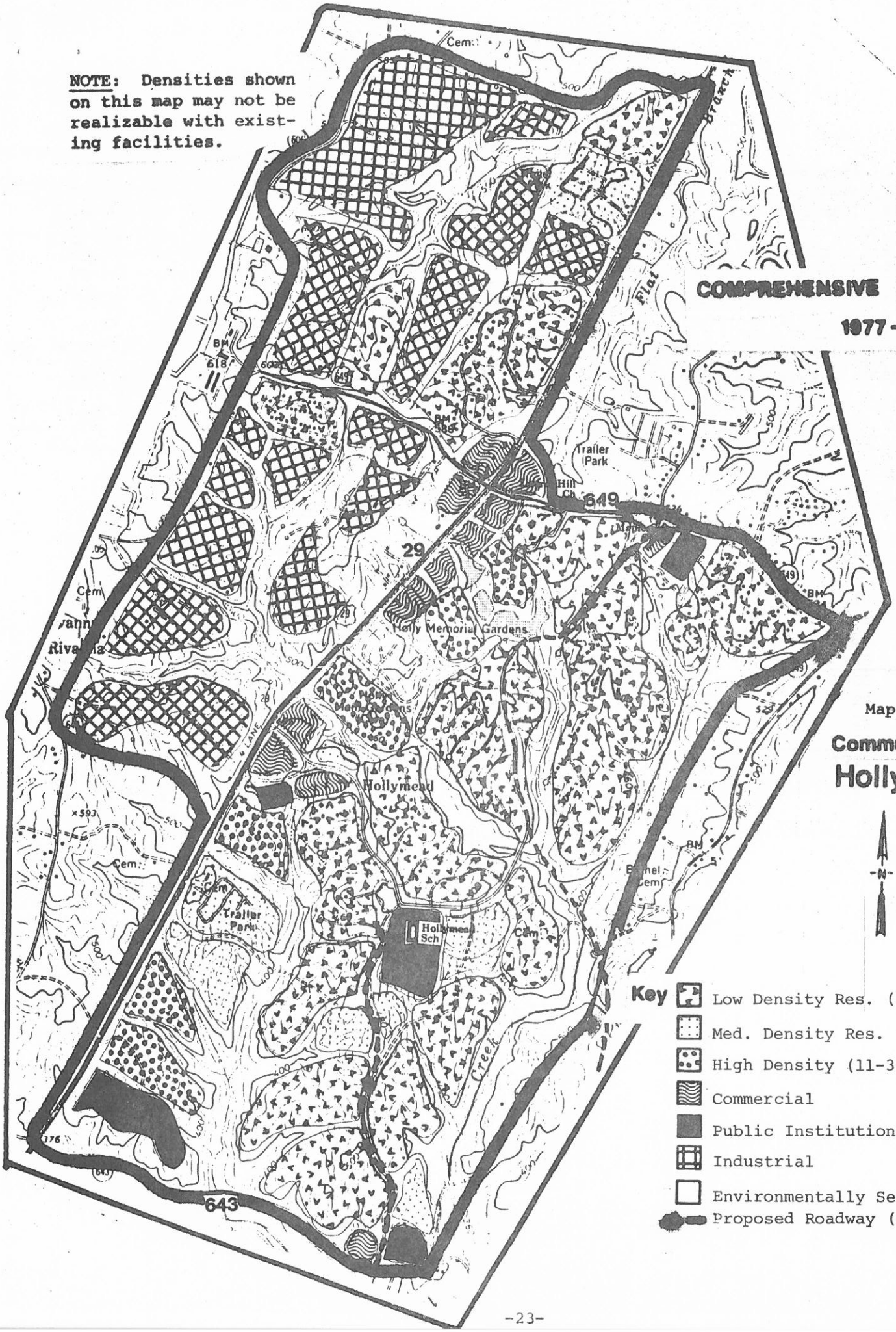
Table 9

Impacts of Land Development

Hollymead Community

	Population	DU's	Acres
Residential - Low (1-4 du/acre)	5920	1850	740
Residential - Medium (5-10 du/acre)	780	300	40
Residential - Mobile Homes (10 du/acre)	320	100	10
Residential - High (11-34 du/acre)	4290	1650	110
Residential - Total	11,310	3900	900
Commercial			80
Industrial			590
Public and Open Space (Environmentally Sensitive)			1300
Total undeveloped land			2870

NOTE: Densities shown on this map may not be realizable with existing facilities.



COMPREHENSIVE PLAN
1977 – 1985

Map 8

Community of Hollymead

Scale 1"=2000'

Key

- Low Density Res. (1-4 du/ac)
- Med. Density Res. (5-10 du/ac)
- High Density (11-34 du/ac)
- Commercial
- Public Institutions
- Industrial
- Environmentally Sensitive
- Proposed Roadway (CATS)

CROZET COMMUNITY

DETAILED LAND USE PLAN AND AREA RECOMMENDATIONS

The detailed plan for Crozet varies only slightly from that found in the original Comprehensive Plan. An additional medium density area has been located between Route 691 and the C and O Railway to the west of the town center. The medium density area east of Route 240 between the town center and Route 250 has been shifted to the west of Route 240, the present location of the Meadows.

Proposed transportation improvements include: (1) the extension of Route 691 across and east of Route 240 to eliminate the existing jog; (2) a loop road from the Route 691 extension east and then south to Claudius Crozet Park, providing access to the proposed medium density area east of town center; (3) a second proposed loop west of Route 240 to provide access to the alternate medium density site; (4) a connection between Route 240 and the residential area to the east; (5) an 800 foot long relocation of Route 240 beginning approximately 1800 feet north of the Route 240 - Route 250 intersection, requiring a new bridge over Lickinghole Creek; and (6) a major north-south connector linking the industrial land on Route 240 with Route 250.

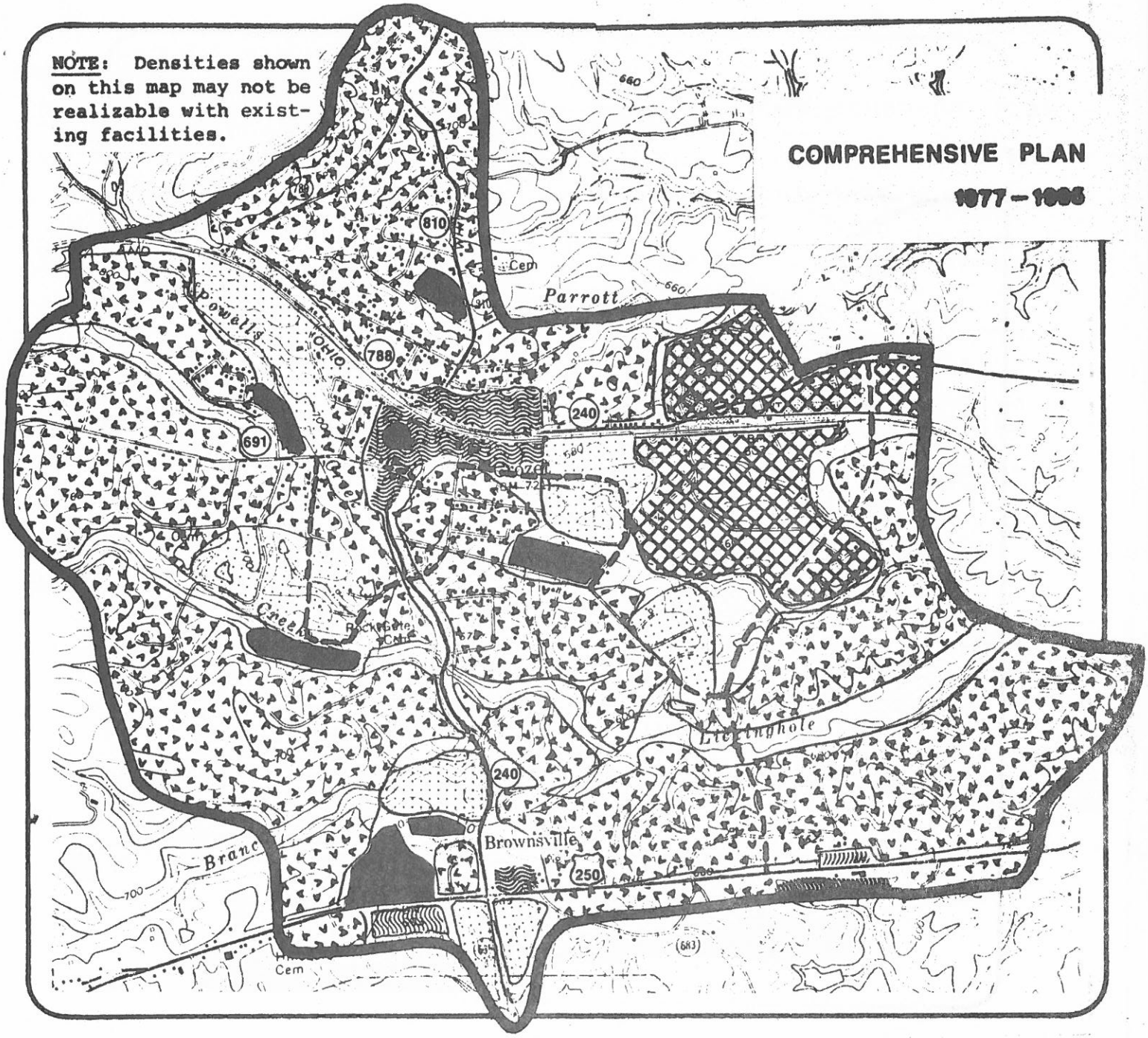
PLAN IMPACTS

Table 10

Impacts of Land Development

Crozet Community

	Population	DU's	Acres
Residential - Low (1-4 du/acre)	9360	2925	1170
Residential - Medium (5-10 du/acre)	3900	1500	200
Residential - Total	13,260	4425	1370
Commercial			80
Industrial			150
Public and Open Space (Environmentally Sensitive)			200
Total undeveloped land			1800



Map 9 **Community of**

Crozet

TYPE I VILLAGES

DETAILED LAND USE PLANS AND AREA RECOMMENDATIONS

Two of the original Type 1 villages, Nix and Porters/Esmont, have been deleted from the amended list, and the Village of Piney Mountain has been added, making the final count six village growth areas. Each village plan contains limited facilities recommendations (see existing conditions appendix). Each plan also designates the environmentally sensitive areas in each village. This designation includes open areas (which, if developed, could impact the visual character of the community), and areas sensitive for hydrological or other environmental reasons.

Only two villages contain residential densities greater than a maximum of one dwelling unit per acre, the area around Scottsville, and Piney Mountain. These are also the only areas containing any industrial development or development potential.

PLAN IMPACTS

TABLE II

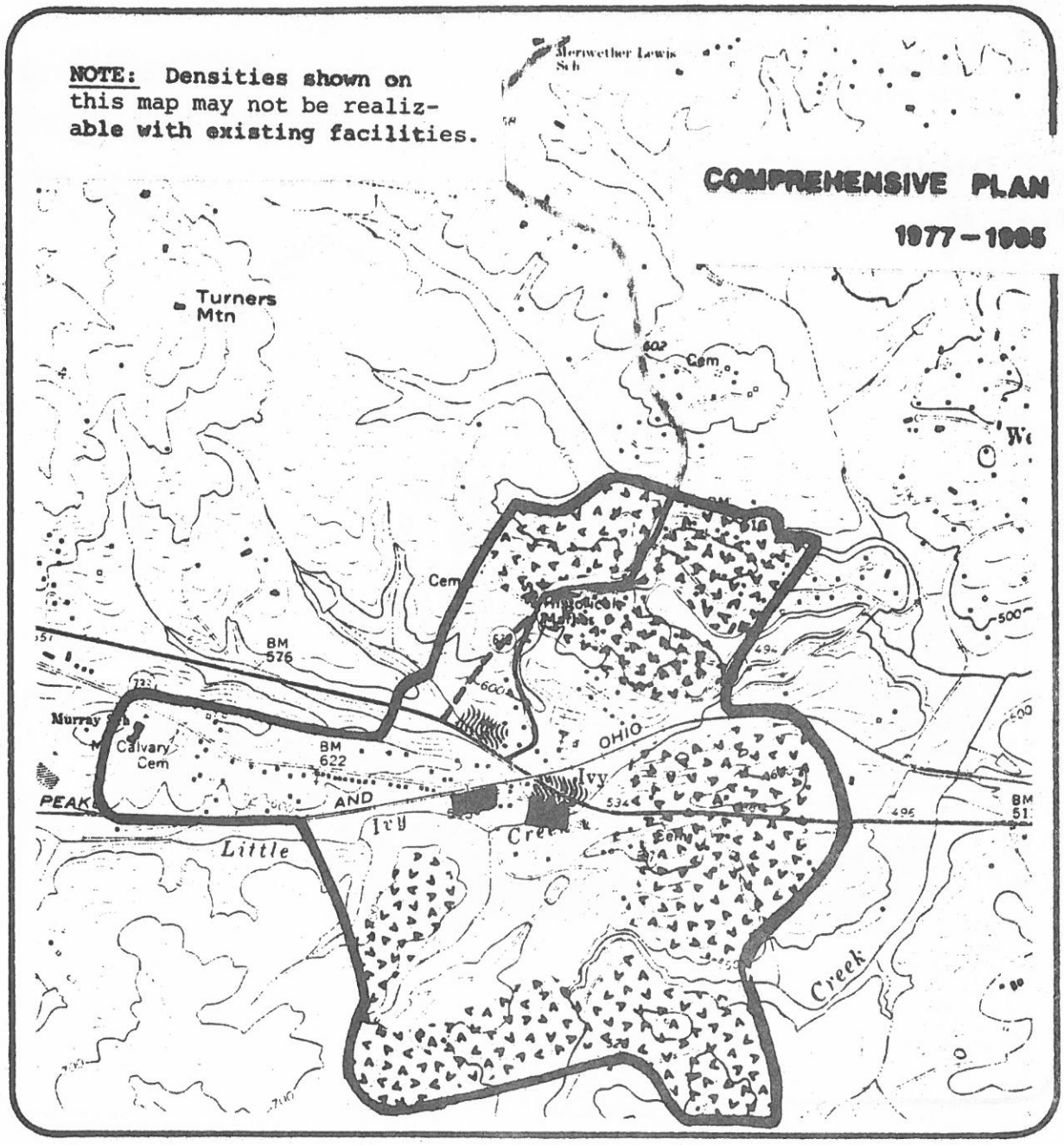
Impacts of Land Development

Type I Villages

	Population	DU's	Acres
Residential - Village (max. 1 du/acre)	2218	693[1]	1040
Residential - Low (1-4 du/acre)	560	175	70
Residential - Low-Medium (max. 6 du/acre)	936	360	60
Residential - Medium (5-10 du/acre)	585	225	30
Residneital - Total	4299	1453	1200
Commercial			20
Industrial			25
Environmentally Sensitive[2]			1480
Total Acres			2725

[1] Village residential equals impact of 1 du/1.5 acres.

[2] Includes existing development.



Key

- Village Res. (max. 1 du/ac)
- Commercial
- Public Institutions
- Environmentally Sensitive
- Proposed Roadway

Map 10 **Type 1 Village**

Ivy

-N-

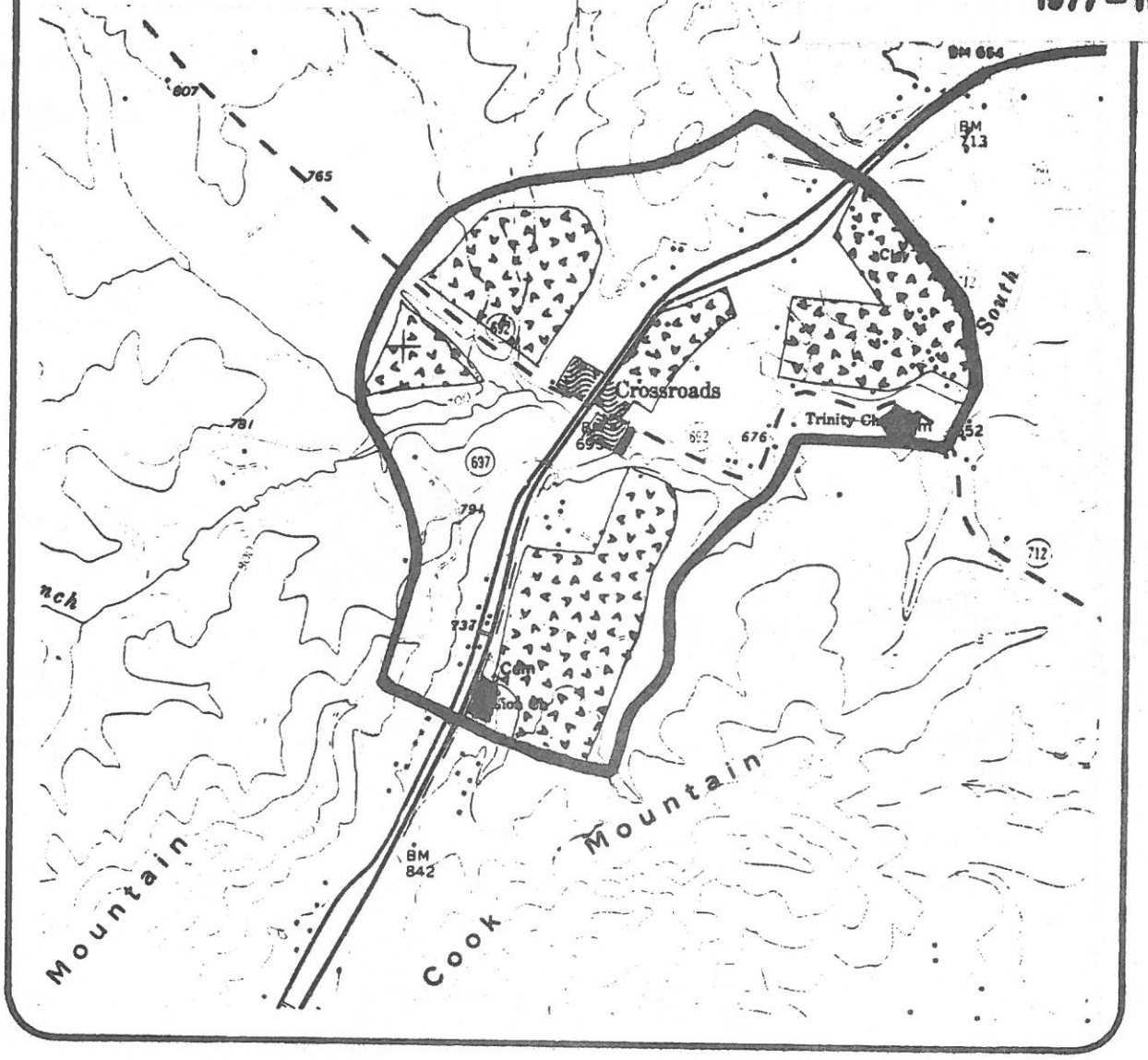
Scale

1" – 2000'

NOTE: Densities shown on this map may not be realizable with existing facilities.

COMPREHENSIVE PLAN

1977 – 1995



Key

- Village Res. (max. 1 du/ac)
- Commercial
- Public Institutions
- Environmentally Sensitive

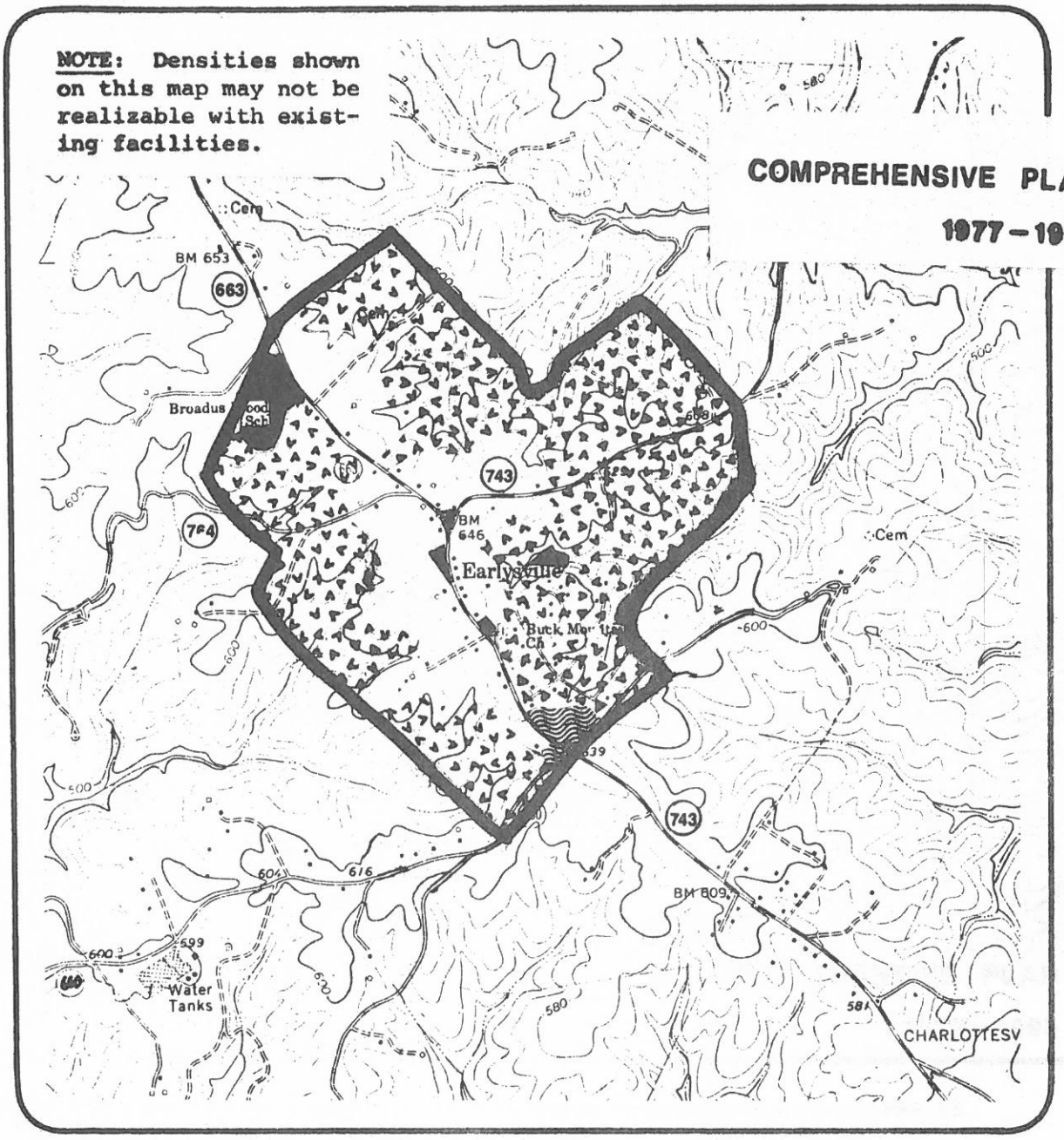
Map 11 **Type 1 Village**

North Garden

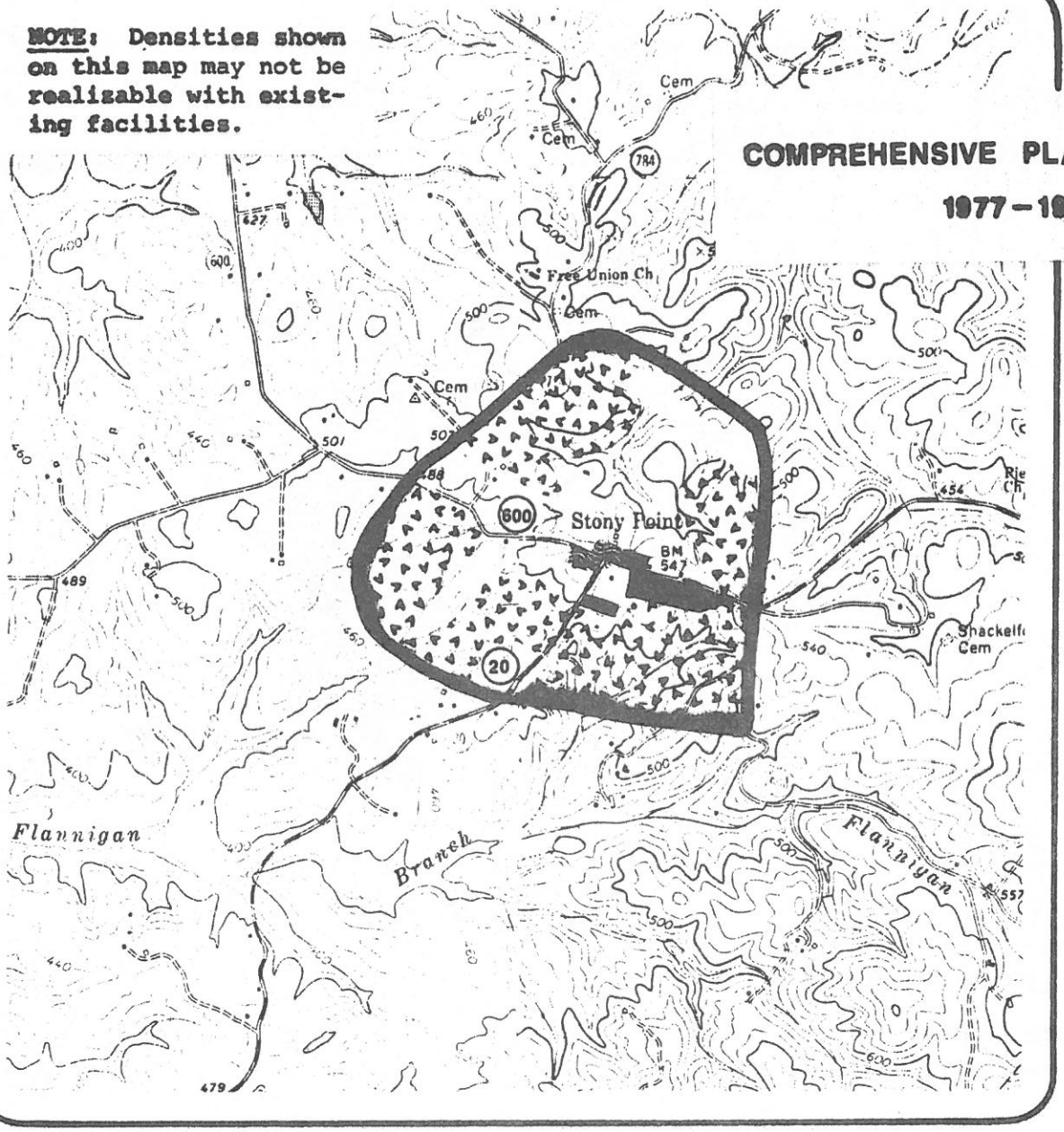
N

Scale

1" – 2000'


NOTE: Densities shown on this map may not be realizable with existing facilities.
COMPREHENSIVE PLAN
1977 – 1995
Cem
BM 653
663
Cem
Broadus
Sch
743
BM
646
Earlysville
Cem
Buck Mountain
Ch
743
BM 609
Water
Tanks
CHARLOTTESV
Key
Village Res. (max. 1 du/ac)
Commercial
Public Institutions
Environmentally Sensitive
Map 12 Type 1 Village
Earlysville
N
Scale
1"–2000'

NOTE: Densities shown on this map may not be realizable with existing facilities.



COMPREHENSIVE PLAN

1977 – 1995

Key

- Village Res. (max. 1 du/ac)
- Commercial
- Public Institutions
- Environmentally Sensitive

Map 13 **Type 1 Village**

Stony Point

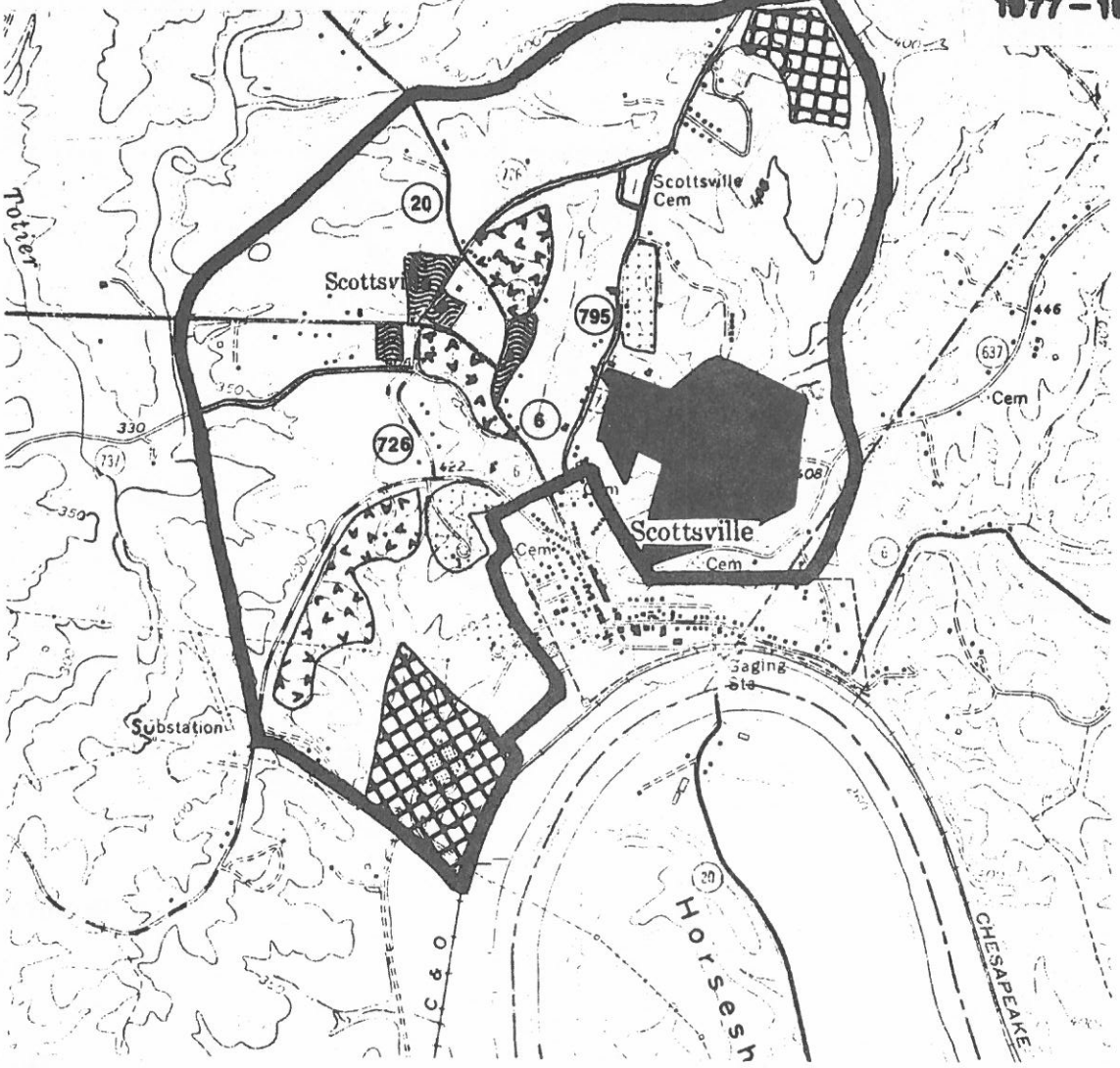
Scale

1" – 2000'

NOTE: Densities shown on this map may not be realizable with existing facilities.

COMPREHENSIVE PLAN

1977 – 1995



Key

- Low Density Res. (1-4 du/ac)
- Med. Density Res. (5-10 du/ac)
- Commercial
- Public Institutions
- Industrial
- Environmentally Sensitive

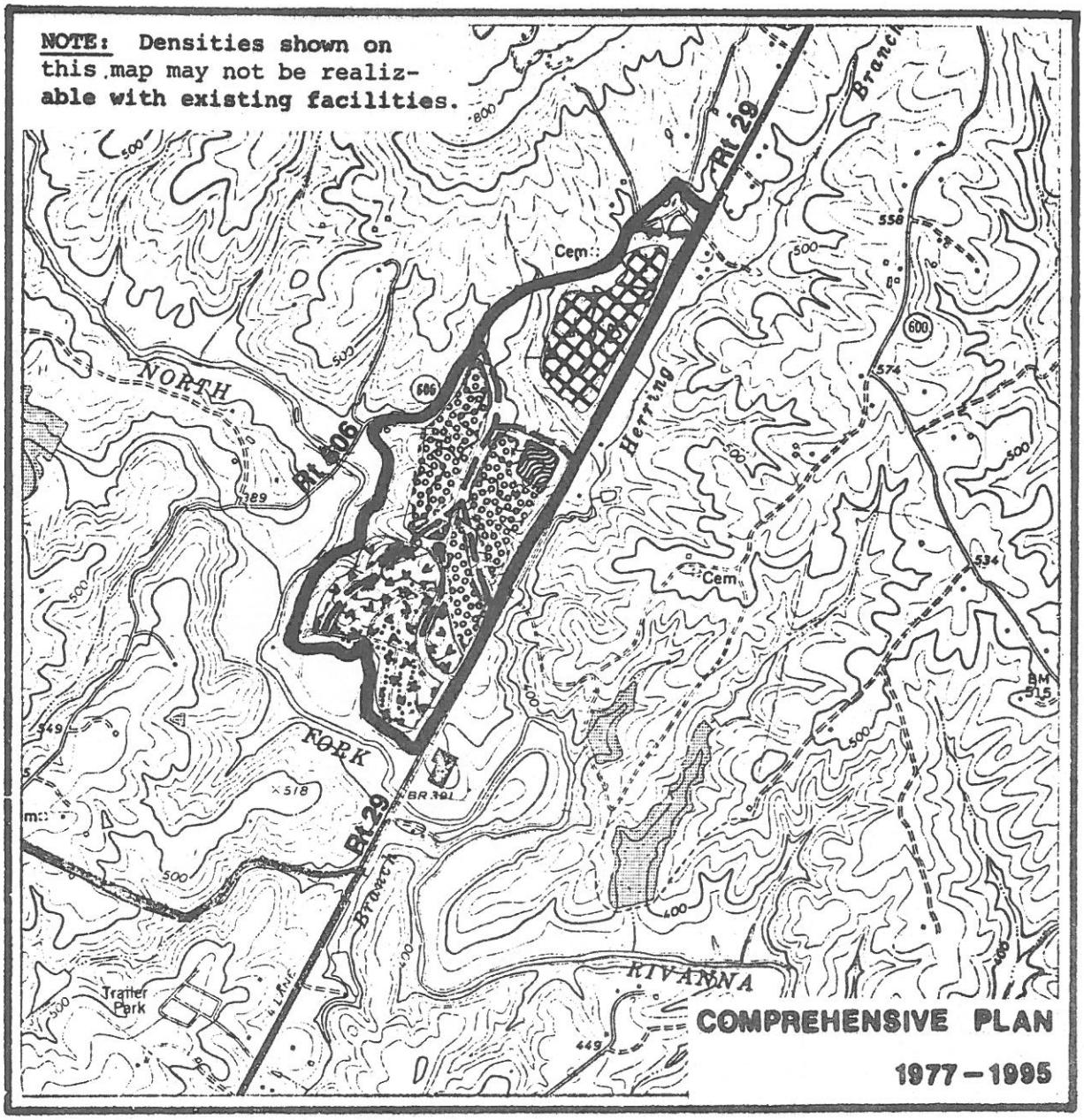
Map 14 **Type 1 Village**

Scottsville

N

Scale

1" – 2000'



MAP 15

KEY

- Low Density Res. (1-4 du/acre)
- Medium Density Res. (5-10 du/acre)
- Commercial
- Industrial
- Environmentally Sensitive
- Proposed Roadway

Type 1 Village

Piney Mt.

-N-

Scale

1" - 2000'

KESWICK PLAN

Based on the recommendations of the Keswick Citizens' Committee, Keswick is being withdrawn from consideration as a Type I rural village growth area.

NIX PLAN

Based on the action of the Board of Supervisors, Nix is being withdrawn from consideration as a Type I rural village growth area.

ESMONT/PORTERS PLAN

Based on the recommendations of the Esmont/Porters Citizens' Group, Esmont/Porters is being withdrawn from consideration as a Type I rural village growth area. Esmont/Porters is placed in the Type II village category and will be reviewed during the next update of the Comprehensive Plan.

APPENDICES

APPENDIX I

REVIEW OF GOALS, OBJECTIVES AND STANDARDS

GOALS

Detailed land use plans for the neighborhoods and villages are primarily aimed at the general goals found under the "residential" section of the "Plan Implementation" chapter of the plan. These include:

> "Provide a suitable living environment for the present and future population of the County of Albemarle."
>
> "Establish balanced communities with the provision of adequate employment and service facilities."

Other goals relating to land use that are addressed by the plans include:

Conservation of Energy:

> "Establish criteria for the conservation of energy through land use ... in order to minimize the demand for energy consumption and maximize the effectiveness of energy consumed."

Commercial:

> "Establish conveniently accessible and attractive commercial concentrations in a variety of locations where the use of the County's highways is not impaired nor are safety hazards created."

Industrial:

> "Allow expansion of existing industries as well as location of new industries in keeping with the County's desires to provide jobs for residents entering the labor force, to maintain a balanced employment mix, and to avoid stimulating rapid population growth."

Because urban neighborhoods and village areas are generally designated to support residential, commercial and industrial development, goals relating to agricultural land are not relevant within the boundaries of the specific areas. Goals relating to preservation of historic sites and buildings, however, do apply where such sites fall within the development districts.

OBJECTIVES

Relevant objectives within each land use category include the following:

Residential:

> "Encourage the majority of new residential development to locate in the Urban Area, the communities of Crozet and Hollymead, and selected country villages."

"Develop detailed land use and neighborhood plans for the Urban Area and communities which establish firm boundaries, use natural and man-made elements to organize the plans, and which provide for adequate public facilities and utilities."

"Develop incentives and regulations to encourage the filling in of vacant urban and community areas, to encourage variations in housing types and densities, and to keep business uses to scales appropriate for their location near residential areas."

"Determine the location, population size, kinds of public facilities and utilities, and character of development to be maintained for country villages where growth is to be encouraged."

"Allow variations of rural development densities and road setbacks in keeping with the ideas of concentrating rural development and maintaining open space."

Conservation of Energy:

"Encourage land use arrangements and densities that facilitate energy efficient transportation systems and reduce the need for and utilization of the private automobile."

Commercial:

"Promote location of small scale commercial areas to reduce automobile dependency and dependency on large centers."

"Permit location of small and convenient scale centers in built up areas."

"Permit intensive small scale commercial and service establishments to develop within country villages both in commercial areas and mixed with other uses where appropriate."

Industrial:

"Identify and make available the land necessary to accommodate the type of industry desired."

In summary, the Plan calls for three general land use policies: (1) the establishment of a "balance" of uses in the County as a whole and in the villages, communities, and urban neighborhoods specifically; (2) the location of land uses so as to "efficiently" conserve energy and fully utilize service facilities; and (3) the general maintenance of the living environment through conserving open space and clustering development.

Under the goal of conserving natural resources is included the objective of development of "other-than-critical" environmental area classifications for the application of standards controlling land use. In order to comply with this objective within the development districts, an attempt is made to delineate areas of high natural value, or relative environmental concern in each land use plan.

STANDARDS

Residential

Tables 4 and 5, pulled directly from the Comprehensive Plan, present the recommended residential standards for all areas within the County. Densities vary from one dwelling unit per acre in the village areas to 21-34 dwelling units per acre for multi-family developments in the Urban Area. Open space dedication varies from 50% to 17%. All areas are suggested for common water and sewer when densities go above two dwelling units per acre. Also, all areas need local collector roads for transportation service.

The range of recommended population accumulations are as follows:

Urban Area - 90,000-100,000 including the City of Charlottesville, or approximately 54,000 in the County Urban Area alone (somewhat less than the "holding capacity" of 79,000.)
Communities - 3,000-10,000
Neighborhoods (Urban Area) - 5,000-7,000
Villages - 100-3,000 (due to highly specific nature of country villages, large variations in size are recommended and are to be determined by a variety of factors.)

Within this planning period, at projected levels of growth, this translates into:

1976 or Base Population	44,200
Urban Area	13,600
Hollymead Community	10,000
Crozet Community	8,000
Type I Villages Total	3,960
Type II Villages Total	2,040
Rural Areas	5,000
TOTAL	86,800

The figure of 86,800 total persons residing in the County in 1995 is the minimum figure of the range suggested by the Comprehensive Plan. The maximum population would be 99,000.

Tables 9-11, taken directly from the Plan, illustrate how these projected population levels should break down, according to densities, within the Urban Area and the two proposed communities. An attempt should be made to coordinate levels of development in each urban neighborhood in order to achieve these over-all population and density recommendations. County wide demand for residential land should equal 9,835 acres for 13,890 dwelling units. Thus the Urban Area and communities account for 3,017 acres and 10,421 of the dwelling units necessary to accommodate growth.

Residential Development Type	Range of Scale
Small Developments	15-60 population (5-20 dwelling units)
Conventional Developments	60-225 population (20-75 dwelling units)
Planned Unit Developments	up to 7,000 population
Villages	100-3,000 population
Communities	3,000-10,000 population
Neighborhoods	up to 7,000 population
Urban Area	90,000-110,000 population

5 standards: recommended residential scales

Housing Types	Recommended Densities in Units per Acre: Gross	Percent Permanent Open Space	Preferred Location Characteristics	Utility Service	Transportation and Access
Single family detached including mobile homes & modular housing	1du/10a	90%	Mountainous areas, Prime agricultural, impoundment watersheds	Individual well and septic disposal	Local, private, Driveway - R/W
	1du/5a	80%	Steep terrain, land in active agriculture or horticulture use.	Individual well and septic disposal	Local, private, Driveway - R/W
	1du/2a	50%	Rolling terrain, other rural areas not close to services.	Individual well and septic disposal	Local, private, Driveway - R/W
As above plus duplex, and hybrids where design is appropriate	1du/a	34%-50%	Villages, immediate village outskirts, Urban area and community fringe areas.	Individual or Common septic disposal; Individual or Common well or public water.	Local, Local Collector
	2du/a	34%-50%	Urban area, communities; villages when one utility or common systems approved by Health Authority.	Public water and sewer systems.	Local, Local Collector
	4du/a	15%-26%	Urban area, communities.	Public water and sewer systems.	Local, Minor Collector
Single family attached including duplexes, townhouses and hybrids, plus mobile homes in park or specialized subdivision.	5-10du/a	17%-34%	Urban area, communities.	Public water and sewer systems.	Local, Local Collector, Major Collector with access controls.
Multi-family: garden apartments & condominiums	11-20du/a	34%-56%	Urban area, communities	Public water and sewer systems.	Local Collector, Major Collector, Arterial with access controls
Multi-family: mid-rise apartments, condominums	21-34du/a	17%-24%	Urban area	Public water and sewer systems.	Arterial (with access control) and intersections of major collectors

4 standards: recommended residential density

	Population	Dwelling Units	Acreage
Residential - Low (1 to 4 du/ac)	4158	1365	782
Residential - Medium (5 to 10 du/ac)	3587	1177	133
Residential - High (11 to 34 du/ac)	5855	1922	146
Residential Total	13,600	4464	1,061
Commercial			120
Industrial			180
Total Acres			1,361

9 proposed development - urban area

	Population	Dwelling Units	Acreage
Residential - Low (1 to 4 du/ac)	4840	1589	735
Residential - Medium (5 to 10 du/ac)	914	300	45
Residential Mobile Homes (average 10 du/ac)	914	300	45
Residential - High (11 to 20 du/ac)	1333	438	36
Commercial			40
Industrial			130
Total Acres			1,031

10 proposed development - crozet

	Population	Dwelling Units	Acreage
Residential - Low (1 to 4 du/ac)	6050	2020	928
Residential - Medium (5 to 10 du/ac)	1142	380	63
Residential - Mobile Homes (10 du/ac)	1142	380	48
Residential - High (11 to 20 du/ac)	1666	550	56
Commercial			40
Industrial			145
Total Acres			1280

11 proposed development - hollymead

Commercial

Commercial standards for land use under the Plan include locational standards, statements concerning desirable patterns of development, visual quality concerns, and space requirements. "Highway oriented" developments should be located in clusters, with common access, on sites of a minimum of three acres in area. Entrances to regional centers, the largest of three types of commercial developments (see Table 2 from the Plan), should be located 1,000 feet from ramps or major interchanges; entrances to community centers at least 150 feet from intersections. Landscaping is required. Table 2 illustrates space requirements and supporting population standards. Tables 9-11 contain proposed acreage requirements in the communities and the Urban Area. The total of 200 acres found in the table compares with a total projected demand of 165 acres as outlined in the Land Use Demand section of the Plan.

Indicators for Types and Sizes in Shopping Centers

	Neighborhood	Community	Regional
Leading Tenant (basis for definition)	Supermarket or Drug Store	Variety of Junior Department Store	One or more full line Department Stores
Average Gross Leasable Area	50,000 sq. ft.	150,000 sq. ft.	400,000 sq. ft.
Ranges in GLA	30-000-100,000 sq. ft.	100,000-300,000 sq. ft.	300,000 to over 1,000,000 sq. ft.
Usual Minimum Site Area	4 acres	10 acres	30 acres
Minimum Support	7,500 to 40,000 people	40,000 to 150,000 people	150,000 or more people

2 ——— standards for types & sizes in shopping centers

PRIORITY FACTOR	PRIORITY 1	2	3	4	5	6
Within 1/2 mile highway, air, rail	X	X	X	X	X	X
Less than 10% slope	X	X	X	X	X	X
Zoned industrial	X		X	X		
Not zoned industrial		X			X	X
Sewer/water available	X	X	X			
Sewer/water programmed				X	X	X
Cleared land	X	X		X	X	
Forested land			X			X

3 ——— standards: priority factors for potential industrial land

Industrial

Rather than develop specific standards for industrial development, the Plan outlined a set of criteria by which lands best suited to industrial development could be identified. These criteria are listed in Table 3 from the Plan. Lands that fall within the first priority, as an example, have transportation access within ½ mile, land of less than 10% slope, are zoned industrial, have sewer and water available, and are already cleared of trees. Tables 9-11 account for 455 acres of a proposed minimum acreage of 476 for industrial development. In the Land Use Demand section of the Plan, it is recommended that the 476 acre minimum be multiplied by a factor of four to arrive at the total industrial space required.

Public Land and Facilities

Standards governing location of schools and recommended park acreages are presented in Tables 15 and 16 from the plan. The final land use plan for each neighborhood should leave space for these additional facilities where needed.

SCHOOL TYPE	PUPILS PER CLASSROOM	PUPILS PER SCHOOL	CLASSROOM PER SCHOOL	WALKING DISTANCE	TRANSPORT DISTANCE	SCHOOL SITE SIZE
Elementary	25-30	600	24	1/3 mile	4 miles	11 acres
Middle	25	1,000	40	3/4 mile	6 miles	30 acres
High	25	1,400	56	1 mile	10 miles	44 acres

15 education standards

Facility	Standard	Existing Supply	1995 Demand
Baseball	1:6000	21	14
Softball	1:3000	14	28
Tennis Courts	1:2000	26	43
Play Equipment Areas	1:2000	24	43
Basketball Area	1:2000	24	43
Picnic Areas	1:3000	6	28
Mini Park	1:7500	--	11
Neighborhood Park	1:12,000	--	7
Community Center	1:20,000	6	4

16 standards: parks & active play areas

APPENDIX II

REVIEW OF EXISTING CONDITIONS AND PLAN RECOMMENDATIONS

URBAN AREA NEIGHBORHOODS

Neighborhood One

Boundaries.

Neighborhood One lies between Route 29 north on the east and the boundary of the South Fork Rivanna River Watershed on the west. It is bounded by the South Fork on its northern end and a line just to the south of Hydraulic Road on its southern end, thus forming a long, linear shaped area bordering the main commercial corridor (Route 29) on its eastern boundary.

Environmental Land-Use Determinants.

In relief Neighborhood One resembles a shelf, sloping toward the Rivanna River to the east. The area's western boundary is a ridge following SPCA, Rio, Hydraulic, and Georgetown Roads. A series of swales form streams crossing under Route 29 in various locations including a major crossing leading into the Branch-lands PUD to the east of Route 29.

The neighborhood contains two soil associations (see Table A1 for detailed summary): (1) the Cecil-Lloyd-Appling Association, and (2) the Culpeper-Albemarle-Louisburg Association. The latter association has limited potential for agricultural uses due primarily to its shallowness, and has moderate limitations when analysed for building suitability and percolation. The Cecil-Lloyd-Appliang has only slight limitations for development.

A series of geological formations with multiple faults can be found in the area. They include: (1) the Lovingston Formation, (2) the Rockfish conglomerate, (3) the Lynchburg Formation (restricted); and (4) an amphibolite dike. Of these formations, the Rockfish conglomerate is the only formation which produces adequate supplies of water.

Some areas of forest offer potential use as buffers between different land uses within the neighborhood. These include the wooded area surrounding the industrial sector on Route 29 north, and a large presently undeveloped, wooded area in the center of the Hydraulic-Rio Road loop.

Man-made Land Use Determinants.

In 1976 there were approximately 1800 units in Neighborhood One (1976 Land Use Survey, Albemarle County Planning Department), which, when multiplied by an average persons per unit figure of 3.1 (1980), gives one a population estimate of 5580 persons for that year. Land use patterns place the majority of residential development in the western half of the Hydraulic-Rio Road loop with commercial and industrial development occurring close to Route 29. The plan calls for this trend to continue with primarily medium density residential development along SPCA and Rio Roads in areas presently undeveloped.

Neighborhood One contains a number of facilities both public and private. Along with private commercial, commercial office, and recreational establishments drawing activity to the area, the neighborhood has on its western boundary a major school complex containing Greer Elementary, Jack Jouett Middle, and Albemarle High Schools. A new fire department facility is presently being constructed on Berkmar Drive. A neighborhood or mini-park has been proposed, under the land use plans,for the County property on Whitewood Road.

Utilities are present throughout the neighborhood; major water lines follow SPCA, Rio and Hydraulic Roads, while major wastewater collectors follow Four Seasons Drive and the stream swale through Berkeley Subdivision to the Branchlands PUD leading ultimately to the Meadow Creek Treatment Plant. This area will eventually tie into the Rivanna interceptor and the new Advanced Waste Treatment Plant on Moores Creek.

A number of preliminary proposals have been made by the Charlottesville-Albemarle Transportation Study Group for improvements to existing, and the addition of new roads within the neighborhood. The County is presently committed to improving Hydraulic Road to four lanes to a point just east and south of the reservoir. Other proposed projects include: (1) the extension of Greenbrier Drive to the Hydraulic-Road intersection; (2) the extension of Commonwealth Drive to Hydraulic Road; (3) a connector between Commonwealth Drive and Berkmar Drive; and (4) a western Urban Area bypass for which a preliminary location has not been designated.

NEIGHBORHOOD TWO

Boundaries.

Neighborhood Two is bounded on the west by Route 29, on the north and east by the South Fork branch of the Rivanna River and the Rivanna River, and on the south by the City-County line. It shares the main, Route 29 North commercial corridor as a common border with Neighborhood One.

Environmental Land-Use Determinants.

The neighborhood is divided naturally into three separate watersheds by the Rio Road ridgeline, and a second ridge running north parallel to the Southern Railway in the center of the neighborhood. All land north of Rio Road and west of the central ridge drains north to the Rivanna River. Land south and west of Rio Road drains off into Meadow Creek. Relatively steep slopes exist along the floodplain fringe in the north and west portions of the neighborhood , draining off directly into the Rivanna River.

Neighborhood Two is composed of two general soil associations: (1) the Culpeper-Albemarle-Louisburg Association which covers all except the extreme south-eastern corner of the neighborhood; and (2) the Davidson-Starr Association. The latter has a more clayey surface soil than the former and is more productive when used for agricultural purposes. The Davidson-Starr Association is the only association rated as having only slight limitations for both construction and septic field use. The Culpeper-Albemarle-Louisburg is rated at moderate limitations in both categories.

Geological formations underlying the region include from west to east (1) the Lynchburg formation; (2) the Johnson Mill formation; (3) an amphibolite

dike; (4) the Charlottesville formation; (5) the Swift Run formation; and (6) the Catoctin formation. Ground water yeilds from the Lynchburg, Charlottesville, and Catoctin formations average only a few gallongs per minute. Water extracted from the Johnson Mill formation is unpalatable due to the concentrations of pyrite. Amphibolite dikes are too dense and hard to be easily drilled and supply little water. The Swift Run formation provides excellent ground water supplies when drilled close to its contact with the overlying greenstone of the Catoctin formation (See Neighborhood Four).

The forests in Neighborhood Two are either located in areas presently undeveloped (east of the Southern Rialway) or stand as buffers between the existing subdivisions, in stream swales leading to the South Fork and Meadow Creek. These buffers should be maintained.

Man-Made Land Use Determinants.

In 1976, there were approximately 1250 dwelling units in Neighborhood Two for an estimated population of 3900 people (3.1 persons per unit). Residential development is located in two major areas: (1) north of Rio Road west of the Southern Railway, in single-family detached unit construction (the subdivisions of Northfields, Woodbrook, Carrsbrook and Westmoreland); and (2) along Rio Road west of the Southern Railway, in high density apartment and townhouse developments mixed with single-family detached units. The intersection of Rio and Route 29 North is the major retail, commercial center of the County, with additional scattered commercial and commercial office in other locations on the neighborhood's western boundary. The plan calls for continued commercial development on Route 29 with medium density (maximum 6 dwelling units per acre) in the undeveloped land above the floodplain, east of the Southern Railway.

The Woodbrook Elementary School and the Charlottesville-Albemarle Vocational Technical Center are the only public schools existing within the neighborhood, while Pen Park, owned by the City of Charlottesville, is the only park. The major activity centers are primarily the commercial retail centers on Route 29 North.

Major water lines are present within the existing subdivisions and along Rio Road itself. Waste treatment interceptors exist in all watersheds. At present sewage originating in the subdivisions is pumped over the Rio Road ridgeline into the Meadow Creek System. This area will be served in the future by the Rivanna interceptor which follows the floodplain to the north and east.

Road improvements proposed by the CAT study group include a major, new arterial linking Rio Road with McIntire Road in the City, and the widening of Rio Road from the McIntire Extension to Route 29 North. Both improvements are aimed not only at alleviating present overcrowded conditions, but also at increasing the access and the attractiveness of the undeveloped portion of Neighborhood Two.

NEIGHBORHOOD THREE

Boundaries.

Neighborhood Three is bounded on the west by the Rivanna River, on the south by I-64, on the east by the steep slopes of the Southerwestern Mountains, and on

the north by a line approximately 4000 feet north of the Route 250 and 20 intersection, defined by a 90 degree bend in the river. This area serves as the eastern corridor entrance to Charlottesville and has historically attracted highway related growth.

Environmental Land Use Determinants.

Topographically the area is divided into two minor watersheds by Pantops Mountain. Land south of this point drains south and west, while land to the north drains north and west to the Rivanna. All points within the Neighborhood are at an elevation well above that of the river (and the site of the AWT Plant) which creates some steep slopes on the western boundary.

Two soils associations can be found in the area: (1) the Davidson-Starr Association; and (2) the Davidson-Stony Land Association. This latter association occurs in the neighborhood only on the steeper slopes of the Southwestern Mountains. The Davidson-Starr Association has good suitability for agriculture but is limited by its slope. The Davidson-Stony Land Association is of marginal value for agriculture. Development restrictions are slight for the former association and severe for the latter in both categories.

The geology of the area is a Catoctin Greenstone formation, which extends the entire length of the County. This rock is very dense and produces low yields of water. According to the Geology and Mineral Resources of Albemarle County, 1962, by the Virginia Division of Mineral Resources, "the numerous estates located on the eastern side of the Southwestern Mountain ... receive their water from the many springs located (on the mountain)."

Forestation is present along the banks of the river and the slopes of the mountains on either side of the neighborhood. Smaller stretches occur on Pantops Mountain and between Route 20 and the river. These offer potential screening for residential development in these areas.

Man-Made Land Use Determinants.

Neighborhood Three is the least heavily populated of the seven Urban Area neighborhoods. According to aerial photographs there were 38 dwelling units in the neighborhood in 1977, for an estimated population of 118. The main concentrations occur near the I-64 - Route 250 interchange, and near the Route 250 - Route 20 intersection. The majority of the development is commercial and is located on the northwestern slopes of Pantops Mountain. To prevent further strip commercial along 250, the undeveloped portion between Pantops and I-64 has been designated "Planned Commercial", a designation which makes provision of internal access, along with submission of a site-transportation plan, mandatory prior to development. The commercial office land has already been largely developed by a new State Farm insurance complex, which will bring about further support development in the future. Land north of Route 250 has been set aside for residential development at densities appropriate to the existing character of the neighborhood.

Neighborhood Three, at present, does not contain any community facilities. Plans for supplying both water and wastewater treatment to Pantops Mountain are in the implementation phases, with ultimate completion for the water system based on the completion date for the new Rivanna storage facility located within the area.

The CAT Study group recommends future widening of Route 250 to accommodate increased local traffic. State Farm Boulevard and South Pantops Drive have now opened up the large undeveloped western portions of the Neighborhood for new development activity which will place an additional strain on the existing collector.

NEIGHBORHOOD FOUR

Boundaries.

Neighborhood Four is bounded on the west by Biscuit Run, on the north by Moores Creek, on the east by Route 20 South, and on the south by a stream tributary to Biscuit Run approximately 2000 feet south of the intersection of Avon Street Extended and Route 20.

Environmental Land Use Determinants.

In relief, the major portion of Neighborhood Four forms three separate watersheds, one which drains into Biscuit Run, and two smaller ones that drain directly into Moores Creek. The area from Lake Reynovia south forms the eastern half of the Biscuit Run drainage basin. The two areas north of this point, on either side of Avon Street Extended, flow directly north into Moores Creek.

There are two main soil associations in Neighborhood Four: (1) the Davidson-Starr Association, and (2) the Culpeper-Albemarle-Louisburg Association. The former association has excellent agricultural productivity especially as grassland, while the latter is usually limited by soil depth and slope. Developmental limitations, dealing with construction capacity limits and suitability for septic fields, are slight for the Davidson Association and moderate for the Culpeper Association.

The neighborhood is underlain by two geological formations: (1) the Catoctin, and (2) the Swift Run Formation. "Wells drilled into the eastern belt of the Swift Run formation produce excellent yields of water if drilled into the lower 600 feet of coarse quarzitic sandstone, or if drilled through the contact between the Swift Run and the overlying Catoctin greenstone." (Note: Geology and Mineral Resources of Albemarle County, Virginia Division of Mineral Resources, 1962.) Wells drilled in the Cactoctin formation itself produce very low yeilds of water.

The neighborhood has large sections of undisturbed forest primarily west of Avon Street Extended, with some smaller sections to the east. These latter sections could supply a border between proposed industrial land uses and residential areas in the plan.

Man Made Land Use Determinants.

Neighborhood Four is primarily an institutional, industrial area with only scattered residential development at this time. In 1976 only 71 dwelling units were counted for an estimated population of 220 persons. There is one small subdivision, Lakeside, just to the south of Piedmont Community College, with the remaining residential development scattered along the two main roads, Avon Street and Route 20, in a rural fashion.

Existing land use in the neighborhood divides the area into a number of distinct sections. The area surrounding the AWT Plant is an industrial section isolated from the rest of the neighborhood by I-64 and the institutional land to the south. Other industrial sections can be found along Avon Street at both its northern and southern ends within the neighborhood. Under the plan, medium density residential land is found near the industrial land at the northern end of Avon Street, with low density over the remainder. Commercial land has been set aside along Avon Street.

There are no parks or schools in Neighborhood Four other than the community college and its recreational facilities. Water and wastewater treatment facilities extend only a short distance into the neighborhood along Route 20 south to Piedmont Community College, and along Avon Street to the Charlottesville-Albemarle Joint Security Complex just south of I-64. The Moores Creek interceptor, which will eventually serve the southern Urban Area neighborhoods, runs along the northern boundary of the neighborhood.

A major connector between Route 20, Avon Street Extended, and Fifth Street Extended has been proposed by the CAT Study group for Neighborhood Four. This road would provide a much needed east-west connector for provision of access to I-64, and for traffic movement within the neighborhood. A second connector, between Route 20 and Route 631 is proposed near the extreme southern boundary of the neighborhood.

NEIGHBORHOOD FIVE

Boundaries.

Neighborhood Five is bounded on the west by the extent of the Sherwood Farms Subdivision (developed at a rural density), and the steep slopes of Piney Mountain, on the north by Moore's Creek, on the east by Biscuit Run, and on the south by a stream west of Route 631, Route 631, and a second stream east of Route 631 and tributary to Biscuit Run.

Environmental Land Use Determinants.

This area is similar to Neighborhood Four in relief; the major portion of the neighborhood drains east to Biscuit Run, while smaller drainage basins in the neighborhood's northwest corner drain directly into Moore's Creek.

Neighborhood Five has two soil associations within its boundaries: (1) the Culpeper-Albemarle-Louisburg Association; and (2) the Hayesville-Dyke-Tusquittee Association. Both associations are limited for agricultural use by their slope and shallowness. Both soils have moderate limitions when analyzed for building capability and septic drainfield suitability.

The geology of the neighborhood resembles that of Neighborhood Two both in its complexity and its makeup. There are six different formations in the area, including: (1) the Charlottesville Formation (with 6 or more metapyroxenite dikes) in the eastern half of the neighborhood; (2) the Johnson Mill Formation; (3) the Lynchburg Formation (restricted): (4) the Rockfish Conglomerate; (5) the

Lovingston Formation with injections of igneous rocks; and in between the Johnson Mill and Lynchburg Formations (6) an amphibolite dike. The latter five formations lie in the above order east to west beginning just to the east of Piney Mountain. The Johnson Mill Formation produces no palatable water; the Charlottesville, Lynchburg, and Lovingston formations produce only limited quantities; and the Rockfish Conglomerate produces a fairly high yield of water. Amphibolite dikes are very dense in structure, making wells possible only at their contact with adjacent metamorphic rocks where "numerous joints and fractures generally exist."

The majority of the land area in Neighborhood Five is presently in forest. Small open areas of agricultural use occur on the western side of Route 631 in the center of the neighborhood, and in the northeast corner just south of I-64.

Man Made Land Use Determinants.

Neighborhood Five had 840 dwelling units in 1976 for an estimated population of 2600 persons. This population is located in three developments of distinctly different character: (1) the Oak Hill Subdivision; (2) the Southwood Mobile Home Court; and (3) the Country Green-Sherwood Manor development, comprised of both apartments and townhouses. There is one small commercial center near the intersection of Route 631 (Fifth Street) and Old Lynchburg Road. The land use plan would continue this pattern of development, with low density residential proposed for areas presently undeveloped.

As in Neighborhoods Three, Four, and Six, all to the south of the City itself, no schools or established parks can be found in Neighborhood Five. The Country Green and Sherwood Farms developments are the only ones served by public water or waste treatment. There are also no major private commercial or institutional activity centers in the area.

An improvement to Route 631 (Fifth Street Extended) from I-64 to the southern boundary of Neighborhood 5 has been proposed by the CAT Study Group. This improvement would straighten or bypass a series of curves near the Country Green Apartments providing a safer access for areas located to the south and west. Improved Route 631 is recommended as a four-lane divided major collector road located within a 110 foot right-of-way.

NEIGHBORHOOD SIX

Boundaries.

Neighborhood Six is bounded on the west by the steep slopes of the Ragged Mountains, on the north by Route 250 West, on the east by the City-County line, and on the south by Route 29 South.

Environmental Land Use Determinants.

This area essentially provides the headwaters for Moores Creek. In relief, the neighborhood slopes off from the northwestern corner to the southeast where Moores Creek leaves the area. Route 250 on the northern boundary is the ridge separating the Meadow Creek and Ivy Creek systems from the Moores Creek system. A series of lakes stand in the center of the neighborhood, on land presently owned by the University, and drain into Morey Creek which skirts the Bellair and Buckingham Circle subdivisions. This stream has a history of small scale flooding.

Two soil associations can be found in Neighborhood Six: (1) the Hayesville-Dyke-Tusquittee Association; and (2) the Cecil-Lloyd-Appling Association. The latter association has good productive potential for a wide range of agricultural uses, while the former association has potential limited to grassland and orchards. Development limitations for both soils associations are moderate at most with construction constraints considered slight for the Cecil-Lloyd-Appling association.

The neighborhood is underlain by two basic geological formations: (1) the Lovingston Formation composed of coarse grained quartz monzonite, variable in composition; and (2) the Rockfish Conglomerate, 1,200-6,000 feet in thickness, composed of basel 100 foot boulder conglomerate followed by coarse metamorphosed sandstone. The Rockfish Conglomerate, according to the Virginia Division of Mineral Resources Bulletin on the Geology and Mineral Resources of Albemarle County, "produces a much higher yield of water per well than the wells from any other formation with the exception of (one)," while the Lovingston Formation has a much lower yield, sometimes producing only dry wells.

Close to two-thirds of the neighborhood is covered by forests of varying density. A large area of open land runs south from the 250 West border to the I-64 corridor, with the existing forestation running up the slopes to the east and west. Some thinning of existing forests or new planting has occurred in the three subdivisions within the area. In some areas, this vegetation provides a definitive border for the neighborhood. Along the 29 South Bypass, residential areas to the west of the roadway are thoroughly screened from traffic, as are those residences in the Bellair Subdivision near Route 250 West. Both limited access roads, Route 29 Bypass and I-64, are screened the length of their passage through the neighborhood.

Man Made Land Use Determinants.

In 1976 there were approximately 670 dwelling units in Neighborhood Six for an estimated population of 2080 persons. This population is distributed in three subdivisions (Ednam Forest, Bellair, and Buckingham Circle), one townhouse development (Ednam Village) and one apartment complex (University Heights). The major share of land area in the neighborhood is owned by the University of Virginia, including land east of the Route 29 bypass and the Birdwood Tract. Further institutional land use exists near the Route 29 - I-64 interchange. Three separate commercial areas are located at Ednam Forest, on Route 702 and between Route 29 South and I-64 in the southern portion of the neighborhood. These areas are not major retail centers, however, with most of the retail activity being provided by centers in the City of Charlottesville.

There are no public parks or schools located in Neighborhood Six. A major waste treatment interceptor follows Morey Creek through the heart of the neighborhood, and major water distribution lines extend into the area from Route 250.

One recommendation for roadway improvements was made for Neighborhood Six by the CAT Study group, the widening of Business Route 29 into the City. The plan calls for additional medium and low density residential along this corridor.

NEIGHBORHOOD SEVEN

Boundaries.

Neighborhood Seven is bounded on the east by the line defining the South Fork Rivanna watershed, on the north by Neighborhood One, on the west by the City-County line, and on the south by Route 250. These boundaries differ radically from those found in the original plan due to the exclusion of the watershed area.

Environmental Land Use Determinants.

The neighborhood is divided in half by a ridge line roughly following the southern border of the institutional land under the plan. Land to the north of this line drains into Meadow Creek, land to the south into the Moores Creek System. Some steep slopes occur close to the summit of Stillhouse Mountain.

Neighborhood Seven lies entirely within the Cecil-Lloyd-Appling Soils Association. This association has good productive potential for a wide range of agricultural uses, only slight limitations to building capacity, and moderate limitations for septic tank use.

The geology of Neighborhood Seven includes three separate formations: (1) running across Stillhouse Mountain in the center of the neighborhood the Rockfish Conglomerate: (2) in the eastern part of the Lynchburg Formation (restricted); and (4) running through the Lynchburg Formation an amphibolite dike. Of these three formations, only the Rockfish Conglomerate produces a yield of water greater than a few gallons per minute.

The slopes of Stillhouse Mountain, at present undeveloped, and the institutional or University owned property at the center of the neighborhood are both densely forested. All developed areas, including Canterbury Hills, Hessian Hills and the Old Ivy Road area, have forested areas as well, excluding the playfields at St. Annes/ Belfield School.

Man Made Land Use Determinants.

In 1976 there were approximately 1020 dwelling units in Neighborhood Seven for an estimated population of 3160 persons. Two areas of development, the Old Ivy Road area and the Canterbury Hills/Hessian Hills area, contain the majority of this population. These two areas are separated by the limited access, Route 29 bypass and therefore represent sub-neighborhoods of quite different character, with different needs. The land between Old Ivy Road and Route 250 contains a number of existing commercial and commercial office operations. The plan proposes no change to this pattern.

Other than water and waste treatment infrastructure, the neighborhood contains no community facilities. All three residential developments in the neighborhood are provided public water and waste treatment (Meadow Creek Plant). There is no major commercial retail center within the neighborhood's boundaries. However, the area just within the City-County line contains a number of retail developments serving the area.

CAT Study recommendations include the widening of Route 250 on the southern border of the neighborhood, improvements to Georgetown Road in the northern part,

and the construction of a western bypass for which a location has not been designated. Improvements to Old Ivy Road also appear to be necessary to handle traffic generated by the high-density residential land in that area.

COMMUNITIES

Hollymead

Boundaries.

The eastern boundary of the community is the natural stream boundary of Powell Creek and its tributaries extending from Route 643 on the south to Route 649 (Proffit Road). The northern boundary follows Route 649, 29 North, and a stream swale leading to Route 606. The western boundary of the community, west of Route 29, generally follows the alignment of Route 643 and 606, except in the southern portion of the area where the boundary leaves Route 643, runs east to Route 29 and travels south to Route 643 on the eastern side of Route 29. The southern boundary of the community is Route 643 on the east side of Route 29. It is intended that the area between this southern boundary of Route 643 and the South Fork of the Rivanna River remain in an open state as a buffer between the Urban Area and the community of Hollymead. The majority of this area is subject to flooding, and development should be limited to not more than low density residential development along the south side frontage of Route 643. This boundary is extremely critical since it is being depended upon to preserve the distinct identity of the Hollymead Community from the Urban Area and prevent continuous development from the City of Charlottesville to the vicinity of the North Fork of the Rivanna River.

Environmental Land Use Determinants.

The major feature of the environmental plan for Hollymead is an open space network which is comprised of the stream valleys and their tributary drainage-ways plus adjacent areas with very steeply sloping terrain. This network is designed to tie in with and complement the lakes that have been or will be created as part of the overall Hollymead planned unit development. This planned open space network creates an environment where development can occur on a neighborhood type basis with logical natural separations from adjoining neighborhoods in the large (approximately 4.5 x 1 mile) area of the Hollymead community on the east side of Route 29.

All land south of Route 649 is within the Powell Creek system, which drains directly south to the South Fork of the Rivanna. Land north of that ridge drains into the North Fork.

The entire area is made up of soils in the Culpeper-Albemarle-Louisburg Association. This association has only moderate limitations both from the point of view of building sites and septic drainfield locations.

The area is underlain by two geologic formations: (1) the Lynchburg formation (restricted); and (2) the Lovingston Formation with injections of igneous rock. These formations yield, respectively, "several" gallons per minute, and "a few" gallons per minute generally.

Areas outside of the formal open space network, where there is existing vegetation, should be preserved to provide additional organization and visual amenity as the community develops. Such other wooded areas to be preserved exist along both major and minor roads in strategic areas throughout the community as well as in the vicinity of the existing mobile home park. This preservation area is designed in conjunction with planned expansion of the mobile home park.

In addition to existing vegetation, there are specific areas where new landscaping should accompany development. The majority of these areas occur along Route 29. Other areas reflect existing needs to improve the attractiveness of developed areas within the Hollymead community and to buffer future residential uses from both commercial uses and varying residential densities. As much vegetation should be preserved as possible during the growth and development process.

Man Made Land Use Determinants.

The basic premise of land use planning for the Hollymead community is to avoid division of residential portions of the community by Route 29. Therefore, the area on the west of Route 29 is planned for industrial use as an employment area for the future. Existing residential areas on the west side of Route 29 in the northern portion of the community are recognized as residential areas on the land use plan.

The main commercial area on Route 29 would be a community center serving the dual purposes of shopping for the Hollymead community and for the surrounding area. This location ensures that residents from surrounding areas will not have to penetrate the community in order to gain access to the community shopping center. The area around the existing restaurant and club facilities has also been designated as a commercial area based on its existing and probable future use.

Two neighborhood commercial areas have been designated within the community: one in the southeastern corner of Route 643 in close proximity to planned medium density development, and the second on Route 649 in the northern portion of the community.

Additional commercial areas are planned for the intersection of Route 649 with Route 29. These areas may be developed as highway-oriented commercial to serve residents of the Hollymead community as well as travelers on Route 29.

The Hollymead community plan recognizes the mobile home park off Route 29 on the east side and proposes that this type of development be allowed to expand in that area conditioned upon the creation of open space (wooded buffers) to separate components of the expanded mobile home park and to buffer surroudning high and low density development.

Major water transmission lines serving the community follow Route 29 to a storage facility north of the North Fork of the Rivanna. The Powells Creek interceptor, presently being pumped into the Meadow Creek system, will eventually tie into the Rivanna Interceptor and will serve almost all the land east of Route 29 within the community. Land north of Route 649 and west of Route 29 will need pump service to reach the Powell Creek system and tie in with the AWT Plant.

A location is proposed for a county government subcenter in the center of the community near Route 29. This facility should accommodate library, health and police services and would function to serve Hollymead and surrounding areas.

A fire/rescue station is to be located in the commercial area on the south side of the main entrance within approximately 1,000 feet of the proposed intersection at Route 29. This station is located to provide protection to uses on both sides of Route 29 and would serve the entire Hollymead community.

Parks and recreation sites should include playgrounds, playfields, and stream valley parks. It is expected that most of the facilities will be developed as recreational and open space amenities by developers active in building the community. The location for county parks, if any, should be selected in consultation with the County Parks and Recreation and Planning Departments as development and land use decisions are made in greater detail. Similarly, tot lots should be located in conjunction with development as it progresses. The stream valley parks are intended primarily for passive enjoyment, and it is envisioned that some of these may be private areas which act primarily as a buffer and are not necessarily accessible for public use.

The pedestrain systems should focus on the stream valley parks and should connect all major facilities in the community. They should include connection with the lakes in the community and the thought should be kept in mind that, since the stream valleys drain to the South Fork of the Rivanna, the pedestrain systems should be geared to providing access to this area since it is a logical place for a large county park in the future. Additional pedestrian walkways should be created within sections of the community along public streets and through open space areas as appropriate.

Two new elementary schools are proposed in addition to the existing school. The new schools will serve the growing community of Hollymead as well as outlying areas. These schools are located in activity centers on Route 643 at the extreme southeast edge of the community and on Route 649 near the northern edge of the community.

A major site is provided near Route 29 in the southern portion of the community for a high school campus. These facilities would serve the community of Hollymead and would also accept students from surrounding areas including possible overflow from the northern portions of the Urban Area. The existing Hollymead School site contains land suitable for future construction of a middle school.

At the present time the main internal north-south spine road for Hollymead (south of Route 649) and Route 785 (north of Route 649) intersect with Route 649 in the northern part of the community at divergent points. Both roads intersect with Route 649 on a curve and a dangerous situation exists as a result of the placement of these intersections and the location of the old country store. It is proposed that Route 649 be realigned to alleviate the horizontal alignment problem through the means of realigning both the spine road and Route 785 to create a four-way intersection. It is also proposed that the previous alignment of Route 649 be retained with the addition of cul-de-sacs to both the east and the west of Route 785 with access to the cul-de-sacs being from Route 785.

In the southern portion of the community, the north-south spine road is extended from below the Hollymead Elementary School in a southerly direction to form a T-intersection with Route 643. This creates a complete north-south linkage through the community from Route 643 on the south of Route 649 on the north which is essential for traffic circulation in a community of this scale.

Route 643 on the west of Route 29 is proposed to maintain its present alignment, but a connector is proposed to Route 606. This allows easy access from Route 29 to both Routes 606 and facilitates north-south movements.

The route of the proposed eastern bypass has been shown by a dotted line east of Route 29. This road will connect Hollymead with the City's downtown area, providing an alternative, parallel route for traffic on Route 29.

It is proposed that the present northerly exit from Hollymead be replaced with an exit that is moved approximately 800 feet to the north: this allows north-bound traffic from Hollymead to avoid commercial and commuter traffic in the intersection, provides a larger commercial area without the division of an exit through the shopping center, and also provides additional access to the proposed community shopping center for traffic that is heading north.

CROZET

Boundaries.

The southern boundary of the community is adjacent and parallel to Route 250. This boundary, in addition to being a defined roadway, approximates the southern boundary of the sewer service area based upon gravity -- watershed planning considerations.

The eastern boundary is a natural stream valley of streams tributary to the Lickinghole Creek beginning at Route 250 on the south and following the stream valley north to within approximately 1,000 feet of the C and O Railroads. From this point it extends northward across the railroad to Route 240. The northern boundary follows Route 240 to a point opposite Morton's Plant where it turns north to the natural stream valley of Parrott Branch. It then follows Parrott Branch in a westerly direction until it approaches Route 810, which is the main north-south road serving the area north of Crozet. At this point the boundary turns in a north-westerly direction parallel to and including land on both sides of Route 810. The boundary includes subdivision on this northern edge of Crozet located on the west side of Route 810. The western boundary of the community begins from the subdivision described above using stream valleys, ridge lines, and wooded edge lines as natural boundaries wherever possible.

Environmental Land Use Determinants.

The topography of the Crozet area varies from rolling to steeply sloping. The Crozet community area is divided into several drainage areas which are tributary to Parrott Branch, Powells Creek, Lickinghole Creek, and the Slabtown Branch of the Lickinghole Creek. The plan calls for minimizing the amount of new development that will occur in the Parrott Branch watershed due to the fact that it is tributary to the Beaver Creek water supply reservoir. Conversely, most new development is planned for the area that is tributary to the Lickinghole Creek and Powells Creek. As a combined environmental and recreational element, an impoundment of the Lickinghole Creek is planned in the southeastern portion of the community. This impoundment will serve as protection against erosion and sedimentation as well as being a visual and recreational asset to the community.

Soils in the Crozet Community include: (1) the Hayesville-Dyke-Tusquittee Association; and (2) the Cecil-Lloyd-Appling Association. The latter has only slight limitations for septic drainfields. The former has moderate limitations in both categories.

Three separate geological formations underly the Crozet Community: (1) the Catoctin formation; (2) the Swift Run formation; and (3) the Virginia Blue Ridge Complex. Catoctin greenstone is very dense and produces limited quantities of ground water. The Virginia Blue Ridge Complex with enfolded Swift Run produces excellent water yields.

The Crozet community area is predominantly open with scattered patches of wooded land concentrated predominantly in the northwest and southeastern portions of the area. Because of the relative lack of existing vegetation throughout the community, emphasis has been placed on preserving a number of wooded areas. These include all vegetation along existing stream valleys and drainage ways as well as preservation of vegetation at the existing edges of wooded areas. It is felt that development can occur within these wooded areas as long as the edges are retained and maintained to preserve the appearance and contrast which they provide. The environmental element of the plan provides for preservation of all the stream valleys as an open space network.

Man Made Land Use Determinants.

Land use in the community consists of a balance of industrial/employment uses, commercial uses serving the local community, and single family residential development. Most of the residential development has occurred in the form of subdivisions which surround the older parts of the community at the junction of Route 240, Route 250, and the C and O Railroad. The land use plan for Crozet builds upon these existing patterns of development through expansion and also reflects the creation of a secondary activity center in the area of the intersection of Route 250 and Route 240.

The majority of the area around the perimeter boundary of the community is planned for the low density residential category. This use and density will, to some extent, provide a reasonable transition between the community and surrounding lands adjacent to the border which are expected to be in either agricultural use or rural residential type densities for quite some time to come. Exceptions to this include the industrial area located in the extreme northeast portion of the community which reflects the presence of existing industry and sewage treatment facilities.

There are six distinct areas planned for medium density residential development in the community. The southernmost location is within the southeast and southwest quadrants of the Route 240-250 intersection. This location is in close proximity to Western Albemarle High School and provides a non-commercial use in these quadrants that forms part of a combined education/residential/commercial activity center.

A medium density residential area is planned adjacent to the middle school/ elementary school complex on the west side and fronting upon Route 240. This is part of the activity center as described above.

The existing mobile home park is recognized and planned for medium residential with an expansion area indicated on the map.

A large medium density residential area is planned adjacent to and immediately west of the expanded town center. There are natural features in the area which permit buffering from adjacent residential development, and it provides a logical extension of and support for the downtown area.

The fifth medium density residential area is located west of Route 240 in the western portion of the community on an open site within one-quarter mile of the downtown area. It will be especially important to create strong pedestrian and vehicular links from this area to the downtown area and to Route 240.

The sixth medium density area is located between the planned commercial expansion of the downtown area and the industrial area to the west. It adjoins Claudius Crozet Park on the north and the railroad on the south. It should be noted

that the locations of these medium density residential areas reflect existing land use, physical conditions, and desires of community participants in the planning process.

The main thrust of land use planning for commercial uses is to strengthen the downtown area of Crozet as a shopping area. An area has been designated (almost all of the historic center and a substantial portion of the expanded town center) to enable the central business area of downtown Crozet to increase in size and, therefore, be the shopping center for Crozet. Unless such commercial expansion is encouraged, the downtown function will be supplanted by a suburban type shopping center located somewhere outside of the community. The area designated in the downtown for commercial use is intended to include commercial office uses as well as the traditional retail and service uses characteristic of a CBD. An additional ingredient to the future success of strengthening the downtown will be the County's position with regard to commercial zoning on Route 250 outside of the community; it will be necessary to limit such development to commercial functions that are solely oriented to the highway and not to local and convenience shopping/ services or offices. New commercial development in the downtown area will be a combination of filling in between existing buildings, conversion of buildings from other uses to commercial, and development of new building complexes.

Commercial development is proposed in the northeast quadrant of the intersection of Route 240 with Route 250. A second area is located in the southwest quadrant. In both these areas, commercial development is already occurring. This development should be primarily highway oriented and will provide additional commercial area to serve the growing community. It is grouped with the school and medium residential uses as part of a community activity center.

Most areas of the Crozet Community, including Routes 240 and 250 and major residential concentrations, are serviced by public water. Three small waste treatment plants serve the Morton's Plant, a small group of downtown residences, and the schools on Route 250. Plans are to tie Crozet into the AWT Plant by means of a major interceptor within the planning period.

The areas along the stream valleys should be preserved and serve as stream valley parks both on the boundaries of the community and also within the community to provide a measure of organization for new development. These areas should include public easements for hiking and walkways so that pedestrian connections can be made between the residential, commercial, and community facilities throughout Crozet.

In addition to Claudius Crozet Park, several new parks are recommended. These are at locations adjacent to the middle/elementary school complex and proposed medium density residential near Route 240, adjacent to the medium density residential area bordering the expanded town center on the west, and surrounding the proposed impoundment of Lickinghole Creek. Emphasis should be placed on recreational development of playfields at the existing schools.

A series of neighborhood parks between one-half acre and one acre in size should be developed in conjunction with new residential development; since the timing and phasing of various portions of development (particularly low density residential) is not fixed at this time, the exact locations of these neighborhood parks are not designated on the Community Facilities map.

One new elementary school will be needed as well as capacity for increased middle and high school enrollment.

A community government subcenter should be located in Crozet in or very close to the historic center to reinforce the commercial downtown functions. A location has been suggested on the western edge of the commercial land use area. There is and will continue to be a need to improve the amenity of the downtown area. This should include landscaping, street furniture, sidewalk/pedestrian ways and parking. If such improvements are neglected, it is highly probable that the competitive position of this business area will suffer and the business area will be considerably weakened.

Numerous roadway improvements are planned to correct existing problems and to assist the community in accommodating traffic from future growth. These improvements are delineated on the Land Use Plan and are described below.

A circulation improvement is proposed in the extension of Route 691 across and east of Route 240 to eliminate the problems that now arise as a result of the offset or jog that occurs. This will provide a clean connection to the road serving the eastern residential areas and Claudius Crozet Park.

In conjunction with the Route 691 extension, a loop road has been proposed from the designated commercial area in an easterly direction and thence south adjacent to the eastern boundary of Claudius Crozet Park. This loop road will serve the proposed new medium density residential area and provides a connection with the proposed new southeast link to Route 250.

In conjunction with this loop road proposal and the extension of Route 691, a north-south connector from the commercial area to Route 240 (extension) has been proposed which serves the existing residential areas and permits traffic to access Route 240 south without going back through the center of town. This proposed extension-connector forms an intersection with a proposed new loop road on the west side of Route 240 which is designed to serve the new medium density residential area and to provide a needed connection with Route 691, thereby creating a needed connection for development in the western part of town to Route 240.

An 800-foot long relocation and realignment of Route 240 is planned at a location beginning approximately 1800 feet north of the Route 240-Route 250 intersection. This will require a new bridge over Lickinghole Creek. The proposed realignment is designed to correct extreme horizontal and vertical alignment problems which become much more critical as the community grows and traffic flow increases.

In addition to these improvements, a connector road linking the industrial area on Route 240 with Route 250 directly to the south is herein proposed. The road serving the mobile home park would also connect with this corridor. This system would ultimately provide an alternate means of access to Route 250 for traffic in the eastern half of the community. The amount of development projected for this quadrant is signficant.

In addition to the foregoing improvements, it should be noted that Route 240 between its intersection with Route 250 and its intersection with the proposed new loop road (approximately 4500 feet) will need to have alignment improvement and to be widened eventually to a four-lane section to handle increased traffic from the community to Route 250.

The community facilities aspects of the Crozet community plan are extremely important. The success of County policy to have significant growth occur in the community is in large measure dependent upon provision of sewerage facilities and roadway improvement to handle increased traffic.

Additional Developmental Considerations.

Apartment development may be considered at any location within ¼ mile of direct pedestrian link to community center or neighborhood centers.

Townhouses, patio homes, and mobile homes above 5 du/acre may be considered at any location within ½ mile of direct pedestrian link to community center or neighborhood center.

Single-family detached density above 2 du/acre may be considered within 1 mile of community center or within ½ mile of community center or neighborhood center.

As the Community takes on an urban character, buildings and all improvements including fences should be setback 50' from the center of all-weather streams or the 100-year floodplain, whichever is the greater. Clustering will be allowed for areas not in the flood plain.

Pedestrian "public" rights-of-way should be acquired on all stream boundaries in developed areas.

All dwelling units above a density of two per acre should have unobstructed pedestrian access to community center, neighborhood center and public recreation spaces.

Trailer parks should be available in Crozet to accommodate no less than 125 families and no more than 300 families and no one park should exceed 60 trailers without adequate intervening open space.

TYPE I VILLAGES

General Introduction

The land use plans for the type 1 villages, in the words of the Comprehensive Plan, "combine the concerns discussed in the Land Use section (see "Goals, Objectives and Standards") with particular emphasis on agriculture, conservation, and visual quality." Villages are particularly vulnerable to the effects of development. The scale of most rural settlements is so small that new growth has a great potential for disturbing the character of the existing man-made and natural environment. Visual quality is thus more important in the villages than it is in the more heterogeneous Urban Area.

Ivy

Boundaries.

Two sets of boundaries are created in order to define appropriate policies with respect to the 'old village' and the 'expanded village.' These boundaries reflect historic development as well as differences in physical features, age and character of the buildings, and susceptibility to impact from new development.

The boundary of the 'old' village basically encompasses the area of Ivy as it existed prior to modern subdivision development. An exception to this is the open area on either side of Route 676 north of Route 250 which is included due to the fact that its exposure makes it sensitive to development. It was put in the old village so that appropriate policies could be applied in these areas. Wherever feasible, the old village boundary follows roads and existing vegetation to reinforce existing development boundaries. These vegetative boundaries, whether wooded areas or hedgerows, should be preserved and strengthened during the course of the village's future growth.

The northern boundary is designated at the closest point to the old village where there is a transition or change from wooded to open areas on Route 676. To the east, the expanded village boundary takes advantage of the railroad as a logical boundary and proceeds south using hedgerows and vegetation until a natural drainage-way is reached. The southern boundary of the village follows the natural drainage-way which includes existing vegetation. The western boundary consists of the transitional edge between heavily wooded and open areas in the southern portion which is followed up to the railroad which is used as a boundary in the southwestern portion of the village; it should be noted that the boundaries of the old and of the expanded villages are very close to each other and in some cases coterminous in this vicinity. The western boundaries, in addition to the railroad, are designed to encompass the open areas (some of which have been developed) and the steeply sloping wooded lands to the north as a natural boundary and buffer from Route 250 to the north. It should be noted that the boundaries to the north centering on Route 676 have been designed to include some of the newer subdivision development (Meriwether Hills).

Environmental Land Use Determinants.

The division of the village by Route 250 and by the railroad is one of its most prominent characteristics. Also significant is the extent and steepness of topography in the village area and the variations between open and wooded land. Most of the land in the village area drains to the Little Ivy Creek or its tributaries.

The entrances to the village via Route 250 and via the secondary roads should have existing vegetation preserved. The transitions from open to wooded land provide a visual boundary for the village. Although these boundaries do not transmit a strong "sense of place" at this time due to the character of the roads and topography of the area, they will increase in importance as the village grows and develops.

Vegetation plays an important role in defining the village boundary areas and is also a key ingredient in preventing different types of development from "running into each other" within the village. Therefore, it is important that new development be designed to accommodate preservation of wooded areas and edges as well as hedgerows, clusters of trees and important individual trees. It should be emphasized that a large percentage of the perimeter of the old village boundary needs additional vegetation, and the same is true to a lesser extent for the boundaries of the expanded village.

It is recommended that the embankments surrounding the railroad overpass of Route 250 be landscaped both for aesthetic reasons and to create a visual awareness that one is about to pass through an enclosure. It is further recommended that this impression be reinforced on the eastern approach of Route 250 by landscaping the intersection of Little Ivy Creek with Route 250.

Other new landscaping is proposed along the railroad to buffer existing and new development, along Route 250 west of the overpass to improve the appearance of the highway, and, as previously mentioned, along Route 676 to the north in conjunction with new development.

It is recommended that the commercial area on the south side of Route 250 just east of the overpass be landscaped so that the area is better defined, coordinated with curb cut controls, and improved in appearance.

In conjunction with the proposal to realign Route 676 (see Community Facilities -- following), it is recommended that landscaping be provided both along Route 250 and at the end of the new cul-de-sac to reinforce this aspect of change.

There are a number of streams in and around the village. However, topographic and other access restrictions prohibit their use as linear parks and these areas are not endangered by development due to topographic considerations.

The village church in the northeast quadrant of the railroad and Route 250 is a visual focal point from several approaches to the village and also from numerous vantage points throughout the village. It is important that this building be preserved and protected since it is one of the few visibly significant buildings in the village.

Although the general store/post office complex on the south side of Route 250 is not in excellent physical condition at the present time, the buildings and area could be restored and improved to provide a better blend of the old and the new and strengthen its role as a meeting place for village residents.

The row of houses along Route 738 is distinctive in terms of the fact that they are descriptive of the evolution of the village and of times past. They are felt to be valuable to the village collectively but not necessarily as individual structures.

Man Made Land Use Determinants.

Land use in the village consists primarily of both older and new subdivisions and older commercial development which is located on Route 250. Institutional uses within the village area consist of one church; schools serving the area are outside of the immediate village to the north and to the west.

The division of the village by the railroad and Route 250, which is reinforced by areas on either side being in separate elementary school districts, permits a variety of land use policies to be applied in different sections of the village.

Residential development within most of the old village area is subject to severe topography and sporadic vegetation, and therefore large standard subdivisions are not anticipated. It is felt that the natural features will soften the effect of the development that will or can occur. The area in the extreme northwest of the old village is open and relatively flat and therefore should be well-designed to complement the village character. As a general guide to density and setbacks within the old village, it is recommended that future development in the northern portion of the village be based upon the character of development of adjoining land. In the southern portion of the old village, due to topographic and natural features, it is recommended that larger lots would be more appropriate except in cases where new development is directly adjacent to more compact existing development.

Residential development in the expanded village area is also limited by natural features and to some extent by existing development. The exceptions to this are in the south and east where some potential exists for standard subdivisions. In these cases, improved treatment in terms of preserving woodlands, hedgerows, and other natural features should be part of the development process. It should be noted that much of the southern portion of the expanded village is separated from the old village by a ridge, and therefore development in this area will not have great impact on the old village area. Residential development in the eastern portions of the expanded village is critical largely due to their role and visibility as an "entrance" to the village of Ivy.

The commercial area on Route 250 east of the railroad including the gas station, general merchandise store, and post office should remain inasmuch as it provides some community focus. It would be desirable for this area to be upgraded in terms of the provision of convenience goods and in terms of visual improvements.

The area on Route 250 West of the railroad is designated for use and expansion as a commercial center serving the village. Its location, in conjunction with the relocation of Route 676, provides convenience by way of being a right-hand turn access on return trips from Charlottesville and points east. Functions such as convenience store, restaurant, motel, and open air market would be appropriate for this location and in context with its dual role of serving the village and being located on Route 250.

The village is currently severely lacking in community facilities except for the commercial activity areas.

The potential for an integrated pedestrian network in the village is severely limited by the intrusion of Route 250 and the railroad. It is recommended that the pedestrian walkways be located in conjunction with existing and future streets in the village. There is an existing need for definition of a walkway along Route 738 and from Route 738 to the railroad overpass pedestrian bridge.

It is recommended that the area on the south side of the railroad near the pedestrian bridge become a community park -- community center complex. It would be desirable if the old boarding house could be obtained as a community building -- recreational center. The area immediately east of the building offers possibilities for playgrounds and athletic fields. Because of its location, it is felt that a village center would serve the entire portion of the village south of Route 250.

Several significant changes are planned for the local road system. It is proposed that Route 786 be realigned to the west and that its intersection with Route 250 be moved approximately 650 feet west of its present location. The existing alignment would be terminated in a cul-de-sac approximately 150 feet northeast of the present intersection. This change reflects the dangerous location of the present intersection on a curve, the need to handle increased traffic loads from existing and future residential development to the north, and creation of opportunities for the commercial area designated on the north side of Route 250 between the existing and proposed Route 250 intersection with Route 676.

On the south side of the railroad and Route 250, the plan suggests a relocation of the road which connects Route 786 with Route 250. This involves moving the present intersection with Route 250 (which is almost right at the railroad overpass) in an easterly direction about 350 feet for purposes of improving safety, avoidance of splitting the existing commercial area, and improved access to the proposed recreation-commercial center area.

The plan also designates areas along Route 250 commercial development for placement of landscaped islands. The purpose of these is primarily to improve safety factors by limiting curb cuts and access points to these commercial areas. The secondary purpose of these islands would be to improve the visual appearance of the commercial areas through landscaping.

North Garden

Boundaries.

Boundaries for the North Garden village area are a combination of natural borders and recommendations for inclusion of specific areas by the village citizens' committee. The growth area extends north beyond the commercial area approximately three quarters of a mile, and south of the commercial area approximately one mile. This was considered sufficient to establish residential areas which would accommodate future growth.

The eastern border running north from Zion Church at the extreme southern end of the village follows the South Branch of the North Fork of the Hardware River, passing behind the Trinity Church on Route 692, and follows Route 711 north to Route 29. The western border runs north to a point on Route 692 one-half mile west of Route 29, then follows the extreme slopes west of this road to a point directly west of the Route 711 and 29 intersection where it turns back to meet Route 29.

The village is thus constrained from east to west by natural features, yet must be constrained by land use planning at the northern and southern extremes of the community.

Environmental Land Use Determinants.

North Garden is centered around Route 29 which supplies the spine to the community as well as forming a barrier between the two halves on each side. The nature of this corridor is such that there is no sense of actually entering a separate community as one passes along it traveling either north or south. By expanding the commercial center that already exists along this roadway, it is hoped that a sense of arrival can be generated, providing a core area by which the village will be identified.

The soils in this area of the County are generally of good quality for building (moderate limitations for development) and for agriculture (limited for intensive use by slope and shallowness). The area along the western border of the village and other smaller areas of 15% slope or more are the most constrained areas in terms of their soil composition and potential for erosion. However, east of Route 29 the more level areas of upland soils are particularly good for agricultural purposes and it is recommended that as little of this land as possible be transferred to residential or commercial uses.

The North Garden area has a high proportion of cleared, vacant land that is highly visible from the roadways in all parts of the village. Residential development should be located in wooded areas rather than in these open fields to prevent potential disruption of the village character that now exists. This also prevents additional agricultural land from being taken out of that use.

Over the large area that the village of North Garden covers it is difficult to pinpoint all the areas needing maintenance or improvement of existing vegetation. Two major improvements that are necessary are the landscaping of the commercial area with curbing and curb cuts and vegetation which would more clearly define the parking areas and entrances.

Other areas where additional attention to landscaping would be desirable are: (1) the length of Route 29 where necessary as it passes through the village area in order to both reduce noise and make the roadway less obtrusive to nearby residents; and (2) the area between the commercial sector to the west of Route 29 and the residential area behind it.

Man Made Land Use Determinants.

The land within the village is largely devoted to agriculture, with cleared space alternating with lightly wooded areas. The vast majority of the area is cleared, however, making it important to control the location of future development. The largest cluster of existing residential development is located near the intersection of Routes 692 and 712.

Future residential development in the North Garden village is recommended for the wooded areas around the village center, at a density of one unit per acre on 0-15% slope to one unit per five acres on more steeply sloped land. It is hoped that the natural scenic beauty of the area will be retained by placing new residential development away from the roadways while retaining the areas as essentially wooded. Four such areas are indicated on the plan map.

The commercial area includes the existing commercial to the east and land to the north of 692 and west of Route 29 opposite. Improvements to the intersection may be desirable in the future.

Recommended facilities improvements for the neighborhood include: (1) upgrading the recreational facilities behind the commercial zone as a neighborhood park; (2) a bikepath/footpath connecting the southern village area with the school and northern area residences (suggestions include constructing the path along the South Branch floodplain, along existing roads, and along the Old Route 29 road bed to the side of existing Route 29); and (3) road improvements, specifically Route 712 from Route 29 to Route 692 along the northern border of the neighborhood.

Earlysville

Boundaries.

Two sets of boundaries are created in order to define appropriate policies with respect to the 'old village' and the 'expanded village.' These boundaries reflect historic development as well as differences in physical features, age and character of buildings, and susceptibility to impact from new development.

The boundary of the 'old' village encompasses much of the open land bordering Routes 743 and 663 and includes most of the village's older buildings as well as some of the newer ones. The southeastern boundary on Route 743 is established in recognition of the fact that it is an open area at the intersection with Route 660 following an approach from the east which is heavily wooded on both sides, i.e., a sense of place is evident because of this change and the combination of both old and new (commercial) development on either side of the road at this point. The 'old' village boundary along the east edge of Route 743 reflects exclusion of the modern subdivision as not being of the same character as older portions of the village and this boundary is assisted by the existence of the excellent evergreen buffer planted by the developer along the road. The northern 'old' village boundary is placed at a point on Route 663 where there is a marked break in vegetation going from open to wooded and which is also

near the intersection with Route 764. The northeastern approach boundary (Route 743) is also located at a break in vegetation which is reinforced by differences in building setbacks on opposing sides of this boundary. The areas included within the old village boundary have been established with the particular thought in mind that new development in the open areas has potential to detract from the character and appearance of the old village and, therefore, must be very sensitively done. Since existing development in the old village is largely served by the old roads (663 and 743), the introduction of any new roads must be sited as carefully as new buildings.

The 'old' village boundary is to consist of a protective buffer of existing vegetation ranging in width from fifty to two hundred feet.

The boundary of the 'expanded' village reflects several considerations. The northern boundary on Route 663 is extended to include the village's elementary school which has been and will continue to be a focal point in the community's life. The southeast boundary on Route 743 is coterminous with that of the 'old' village at Route 660 on the south and extended on the north, for reasons given previously. The northeastern boundary on Route 743 is established about one-half mile from the crossroads (743-663) focal point of the old village. Other boundary lines for the expanded village have been located parallel to and about one-quarter mile from Routes 743 and 663 to orient development to these traditional accessways and the 'old' village, to limit the scale and hence impact of development on the village, to take advantage of the more favorable topography available, and to reflect desires of community participants in the planning process.

Environmental Land Use Determinants.

Earlysville is located on a ridge line with gently to moderately rolling topography. Both open (cleared) and wooded areas are found in the village and its immediate environs.

The three entrances to the village at the old village boundaries (Route 663 north and Route 743 south and east) should have existing vegetation preserved. The transitions from open to wooded land provide a sense of identity and a visual boundary that serve to alert the traveller that he has arrived at a distinct place. The Route 743 south entrance (at Route 660) is particularly important due to the long uninterrupted woodlands leading to the opening and the beginning of village development. Destruction of trees in this area would cause a significant change in the approach and character of this portion of the village.

The open areas along Route 743, especially those on the south side between Route 660 and Route 663 in the old village are especially sensitive to development. Standard subdivisions in these high visibility areas are not desirable. Development in open areas in the vicinity of the school within the expanded village should be encouraged, but buffering along Route 663 and careful design/siting of buildings and landscaping should be incorporated in any new development.

Vegetation plays a very important role in defining the old village and will play a major role in permitting sympathetic development to occur in both the old and expanded village if adverse effects are to be avoided. Hedgerows, fence and tree lines, clusters of trees and individual trees should be maintained to provide continuity and to prevent effects of "sameness" and "sprawl" as a result of new development. It should be noted that some of these elements will need strengthening as new development occurs.

In addition to existing vegetation, the village plan designates specific areas where new landscaping should accompany development. The evergreen buffer created on Route 743 adjacent to the new subdivision is an example of how this can be done. The areas recommended for landscaping primarily reflect the need to soften the probable effect of newer development on the village.

Other wooded areas to be preserved are those along drainageways and streams and all wooded areas along roads. As a general rule, in addition to specific mapped recommendations, it is important to conserve as many trees as possible during development wherever it occurs in the village areas. An example of the value of this policy is immediately evident in the treatment given wooded areas in and around the development between the school and Route 764 (the Pines).

There are a number of buildings in the village which, due to their location, style, architecture, and/or age, are an integral part of the character of the village and reflect its development over time. The growth history of the village is reflected in its buildings with varying architectural styles and functional designs reflecting the needs and fashions of their day. The uses of these important buildings include houses, stores, churches, and barns/outbuildings. The old general store/post office at the crossroads of Routes 743 and 663 is the village's single most important landmark. The character of the building and its site, with its lack of landscaping, paving, or formal parking, is characteristic of the utilitarian approach. The older buildings in the village should be treated with sensitivity both in terms of facade or addition changes and with respect to adjacent development.

Man Made Land Use Determinants.

Land use in the village consists of older residential development of homes either close to the main roads or well set back in the case of farm houses, new residential development in modern subdivisions, several small clusters of commercial uses, churches, and the elementary school.

The majority of the village area is planned for residential use at densities which are compatible both with existing development and with health requirements for individual disposal systems. If typical modern subdivisions are permitted to locate on existing road frontages in the old village, its character will be destroyed. New residential development fronting on Routes 743 and 663 in the old village should imitate existing buildings in terms of building setbacks and separation, i.e., variations in setback, tight clusters of buildings separated by open areas, etc.

The commercial concentration at its present location of the intersection of Route 743 with Route 660 should be strengthened. The commercial area at the Route 743-Route 663 intersection in the center of the village should be maintained. The older buildings should retain as much of their character as possible. The new and expanding commercial area should be treated with additional landscaping devices including berms and shrubbery to soften the visual impact of this new activity center. The new commercial area should be allowed to expand within a defined area as indicated

on the plan. Home occupations and small service/professional buildings should be encouraged in the old village along major roads. Additional institutional uses should also be permitted in appropriate locations as the village grows.

Community facilities should be geared to retaining existing activities and adding to them. New facilities recommended include ahtletic/play fields and equipment at the elementary school, and the use/conversion of the old church and its site (west side of Route 743) as a community center area. The community center recommendation is based on the facts that it is a central location, the building is a recognized landmark that is part of the village's heritage, and is very close to the historic crossroads center of the village at Routes 743 and 663 where convenient services are available at the general store. The activities, in close proximity to each other, will have a tendency to strengthen the viability of both functions. It will, at the same time, better define the village's cultural center.

A system of combination walkways/trails is proposed to provide access as well as recreation. Pedestrian walkways are proposed along the village's main links of Routes 743 and 663 to connect the school, commercial, and community center activities. This should be defined to encourage use and for safety purposes. A combination pedestrian-cycle-horse trail is proposed in a location that corresponds to the boundary of the old village on wooded edges. It is anticipated that the combination trail will be a part of the buffer between the old and expanded village and will help to tie the two together as well as provide access and recreation opportunitites for residents of both areas. Actions needed include working with the Virginia Department of Highways and abutting property owners to create the defined walkway along Routes 743 and 663, and working with property owners along the old village boundary to secure easements for the combination trail. It is likely that much of the combination trail may be implemented as part of new subdivisions during the development process.

An additional community facility recommendation is obtaining beneficial use of the pond located east of Route 743. This area could be used for passive recreation enjoyment as well as skating and fishing. A pedestrain walkway is proposed to tie this area into the overall system and more closely connect it to the village center.

It is recommended that Routes 743 and 663 continue to be two-lane rural section roads without 20th Century sidewalks and curb/gutter to maintain the rural character. Since most traffic is local in nature, selective widening of existing pavements, only where necessitated, should serve to accommodate future increases in traffic stemming from growth of the village.

Stony Point

Boundaries.

The village area that has been designated for future growth extends approximately 0.4 to 0.5 of a mile in each direction away from the central village area at the intersection of Virginia 600 and Route 20. These borders comply with the guidelines stated in the Introduction to the Village Plans and do not necessarily represent natural borders. West to east, the area runs roughly from Virginia 784 to the point where Route 20 breaks off from Virginia 600 and turns north.

Environmental Land Use Determinants.

Entrances to the larger village area occur just south of the village border on Route 20, and at the eastern border also on Route 20. The approach to the village center itself passes through open fields to the south and west and takes an abrupt 90 degree turn onto the stretch of roadway that passes in front of the commercial area, the school, and the church. A similar abrupt turn is also found at the eastern end of this strip. In effect, this slows traffic passing through this village center area, a result compatible with attempts to establish the sense of "arriving" in a place.

On the western boundary of the larger village area, there is no sense of an entrance, or cut-off between land lying outside the boundary and the growth area itself. It is recommended that landscaping be required at this edge of the village area if development occurs.

The open field areas near the central village area to the south and west, and the system of fields stretching beyond the border to the west are highly visible from the roadway and other points and are therefore deemed to be sensitive to development.

Soils limitations in the neighborhood vary from moderate in the western portion to only slight in the half to the east of Route 20.

The area of the village in the extreme northwest corner is underlain by an amphibolite dike, an igneous rock which is very dense and fromwhich the extraction of ground water is very difficult. If possible this area should be avoided for development.

Man Made Land Use Determinants.

Land uses in the village include agriculture, low density residential, neighborhood commercial, and institutional. The area has its own school, fire department, and church, and also contains a chapter of the Ruritan Club. Residential development is scattered throughout the neighborhood rather than being clustered at any one point.

Areas of dense vegetation most suitable for development occur in the southwestern, northwestern and southeastern corners of the neighborhood. A smaller area stands north of the existing commercial area. Future development should occur in such areas in order to minimize its visual impact on the neighborhood.

Areas in need of landscaping exist along Route 20 as it approaches the village center from the south, and also in the village center itself around the existing commercial area. Landscaping and possibly curbing would not only define the area more clearly but would also improve the appearance of the village core.

Recommendations for location of possible future development in the village of Stony Point derive from the above conditions. Residential development, at a density of one unit per acre, is recommended in four basic locations in each corner of the designated growth area where existing vegetation would soften the impacts. The area in the northwestern corner is placed in the lowest priority due to ground water difficulties possibly requiring off-site wells. A 5.5 acre area of commercial is set aside on the southwestern corner of the intersection to be added to the existing one acre site to the north of Route 20. The area would have to be thoroughly landscaped in order to minimize its impact on the visual quality of the neighborhood when approached from the south and west.

Facilities recommended to serve an expanded population in the Stony Point village include: (1) a self-service postal kiosk in the village center; (2) a system of bike and footpaths connecting residential areas with the school and commercial areas at the village center; (3) improvements upgrading the park facilities at the elementary school; and (4) in the event of residential development in the northwestern residential area, improvements to Virginia 784, including resurfacing, to support the increase in usage.

Scottsville

Boundaries.

The growth area's boundaries will encompass one mile of Virginia 795 north from the town of Scottsville, one mile of Route 20 north, three quarters of a mile of Route 737 west and three quarters of a mile southwest on Route 726. This is essentially an artificial limit imposed to prevent development from spreading beyond the Plan's limits of one quarter mile beyond existing development.

Environmental Land Use Determinants.

The Scottsville area contains wide belts of forested land alternating with belts of open land fanning out from the town proper. This follows the stream configuration as well as the roadways. There is little sense of arriving in Scottsville until one comes out onto the short plain at the edge of the river that is the town proper. This feeling of place is due to the physical and visual constraints of the main street and the confluence of the three different roadways at the foot of the slope.

In the County portion of the town area, entrances to the neighborhood should be established, through landscaping or reduced speed limits on each of the roads as they pass the outside boundary going toward the village. Specifically, (1) the point behind the shopping center on Route 20 where there first is an indication of increased levels of development; (2) the point just south of the Scottsville cemetery where medium density housing is proposed under the plan; and (3) on Route 6, just as it crosses the stream bed into the residential zone to the south.

The topography of the Scottsville area is comprised of rolling pasture and forest land alternating with steeply sloped drainage areas and roadways. Soils in the area change from the Bucks-Penn Association to the west to the Manteo-Nasum-Tatum Association to the east. This latter association is considered very limited for septic tank use and only fair for agricultural uses. The Bucks-Penn Association has the highest agricultural suitability of all the Albemarle soils, and has only slight developmental limitations. Much of the cleared land to the west of Virginia 726 is in this association and is presently in agricultural use.

Any steeply sloped areas in the eastern half of the County-town area should be carefully surveyed before they are utilized for septic fields.

Highly visible areas where development is not recommended occur in the very northern portion of the growth area on either side of Route 20, to the north and south of Virginia 726 as it travels west and north of the Scottsville Cemetery along Virginia 795. These areas are either recommended for open space or for agricultural uses.

Areas of clear land that have been set aside for development and are highly visible from roadways include: (1) the proposed medium density residential area to the northwest of the town center; (2) the proposed medium density residential near the Scottsville Cemetery; (3) the northern part of the low density area across from the commercial between Virginia 737 and Route 6; (4) the commercial area between 737 and Route 6; and (5) the northern residential area to the north side of 737. Vegetative borders will be necessary in these areas to minimize the impact of further construction on the town's atmosphere.

Necessary landscaping in the established commercial areas is also encouraged due to their close proximity to residential areas.

Man Made Land Use Determinants.

Existing land uses in the area include a number of single family dwelling units, three agricultural operations, approximately eight commercial establishments, a shopping center, a manufacturing plant, an abandoned high school, a Centel field office, and a newly erected flood control dam.

The residential development that is proposed is set in areas of forest or grassland where natural vegetation can contribute to limiting its impact on the community. Low density residential (one dwelling unit per two acres) is centered in three areas surrounding the shopping center in the north central portion of the growth area. Medium density (up to five dwelling units per acre) is recommended for three areas near the older town core nearer the established water lines.

Commercial land uses are essentially limited to recognized existing areas plus an additional parcel of land between Route 6 and Virginia 737.

New public land is proposed surrounding the Mink Creek Flood impoundment area to the east of Scottsville proper. This land is rugged and comprised of shale soils unsuitable for residential construction.

Potential industrial sites have been located on Route 795. The highest priority site is the thirty acres of open land in the southeast quadrant of Routes 795 and 622. This land is in close proximity to future planned extensions of water service up 795 to the Stony Point subdivision. The site of second priority lies to the west of 795 just north of the town area's borders.

The above mentioned Mink Creek area has been proposed as a park containing a swimming area, boat dock, picnic area, and softball and basketball facilities. The water quality test undertaken in 1978 for the lake at this site did not recommend use of the lake in the above manner, thus this proposal is in abeyance.

Other facilities are or will be primarily supplied by area wide groups and town agencies. A bikepath and pedestrian path is also recommended for Route 795 to connect the medium density residential area with the park and the town center.

Piney Mountain

Boundaries.

The Piney Mountain village is bounded on the east by Route 29, on the north by Route 763, and on the west and south by Route 606 and the floodplain of the North Fork of the Rivanna River.

Environmental Land Use Determinants.

The community is comprised of two ridges, one draining to the south and west and directly to the North Fork, and a second draining to a tributary of Herring Branch, which flows south to the North Fork. This tributary separates the village into two areas of different character.

Two areas of environmental sensitivity are outlined under the land use plan. One is the area of steep slopes on the western boundary of the village, and a second is the tributary stream valley separating the industrial portion of the village from the residential section. An attempt should be made to disturb these areas as little as possible during development.

Man Made Land Use Determinants.

The Piney Mountain village area contains or is adjacent to two large industrial plants, General Electric and Badger-Powhatan. The village also contains an existing subdivision, Camelot, in its southern portion.

The area is served both public water (a storage tank is located on Piney Mountain to the north) and public waste treatment. The package waste treatment plant is presently operating at or near capacity. The existence of this infrastructure and its potential for expansion suggests the medium density residential development called for under the plan. However, this increase in waste treatment cannot be accommodated at the present plant site, and the alternative of pumping the village's waste into the Hollymead community system and eventually the Powell's Creek interceptor has been discussed.

The village roadways plan calls for two additional entrances onto Route 29, and a cul-de-sac on Camelot Drive to prevent through traffic in the subdivision.

APPENDIX III

COMPOSITE OF BISCUIT RUN DRAINAGE BASIN

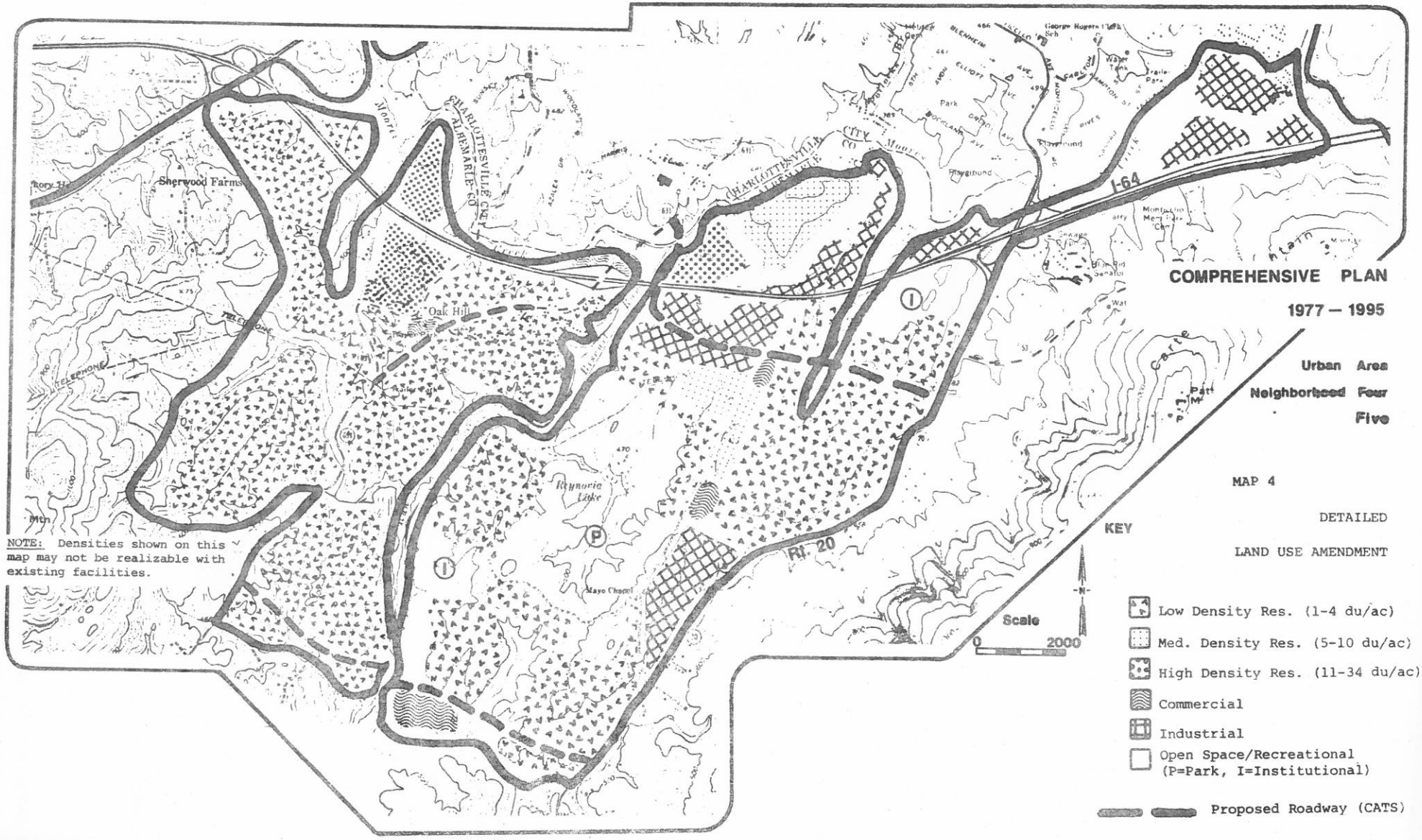


TABLE I

Soils Associations

General Association	Terrain Characteristics	Soil Characteristics	Building Limitations	Septic Tank Limitations
(1) Cecil-Lloyd-Apling	Deep, well drained, gently sloping to moderately steep soils on dissected Piedmont uplands.	Soils yellowish brown to reddish brown, medium textured surface and reddish or yellowish, acid clayey sub-soil.	Slight	Moderate
(2) Culpeper-Albemarle-Louisburg	Deep to shallow, well drained, gently sloping to moderately steep soils on dissected Piedmont uplands.	Soils with light colored, medium textured surface and reddish or yellowish, acid, clayey sub-soils.	Moderate	Moderate
(3) Davidson-Starr	Deep to shallow, well-drained, gently sloping to steep soils on dissected Piedmont uplands.	Soils with dark, reddish brown, clayey surface soil and dark red clay subsoil overlying greenstone rock.	Slight	Slight
(4) Davidson-Stony Land	Moderately deep to shallow, well drained soils on steep mountain slopes.	Soils with dark, reddish brown clayey surface soil and dark red clay sub-soil.	Severe	Severe
(5) Hayesville-Dyke-Tusquittee	Deep, well drained, gently sloping to steep soils on foothills and colluvial footslopes.	Soils with brown or dark reddish brown medium textured surface soil and borwn to dark red, acid, clayey subsoil.	Moderate	Moderate

Geological Formations

Formation	Formation Character	Thickness in Feet	Groundwater Suitability
(1) Lovingston (with injections of igneous rock)	Coarse grained quartz monzonite, variable in composition.	----------	Wells often dry, or few gallons per minute.
(2) Rockfish Conglomerate	Basal 100 foot boulder conglomerate followed by coarse metamorphosed sandstone.	1200 - 6000	High yields. 25-30 gallons per minute.
(3) Lynchburg (restricted)	Fine grained silty sediments, metamorphosed in part, varved like layers of graphitic and sericitic shist and thick beds of quartz biotite gneiss.	4500 - 12,000	Several gallons per minute.
(4) Johnson Mill	Massive graphite slate containing pyrite stringers and blobs.	250 - 400	Water unpalatable due to pyrite content in rock.
(5) Charlottesville	Primarily massive layers of quartz biotite gneiss, calcareous in places; also a few beds of sericitic and graphitic shist.	4300 - 12,600	Few gallons per minute.
(6) Swift Run	A series of detrital quartzite and tuffacaous slates and greenstone flows at its type location.	100 - 2200	Excellent if wells drilled through contact with Catoctin.
(7) Catoctin Greenstone	Originally a series of basaltic lava flows separated by layers of sediments, now a greenstone with patches of epidote.	5000 - 28,500	Few Gallons per minute. Contains springs.
(8) Amphibolite Dikes	Crystalloblastic rocks consisting mostly of amphibole and plagioclase.	Max. 2100	Water only at contact points with adjacent metamorphic rock.