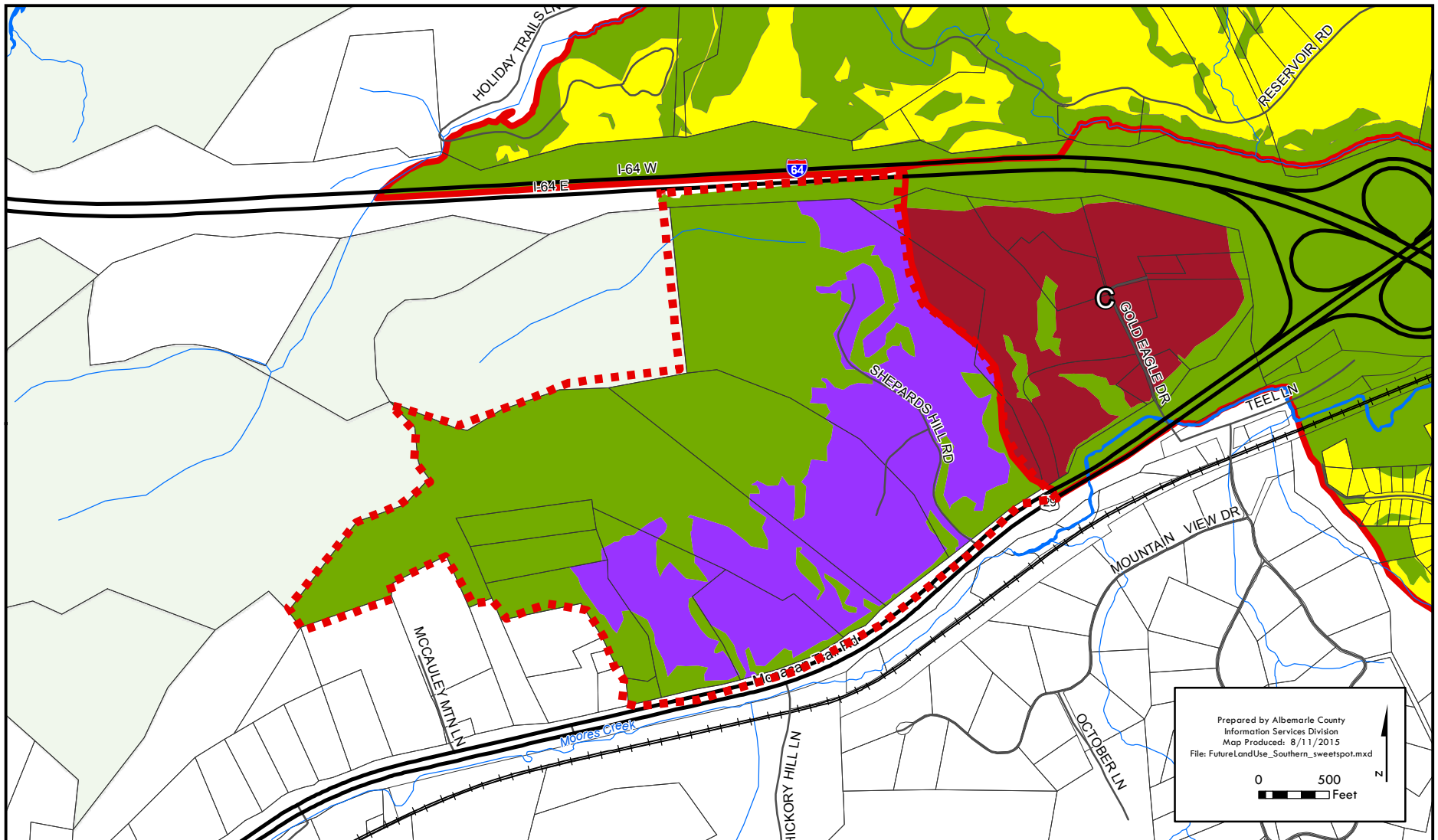
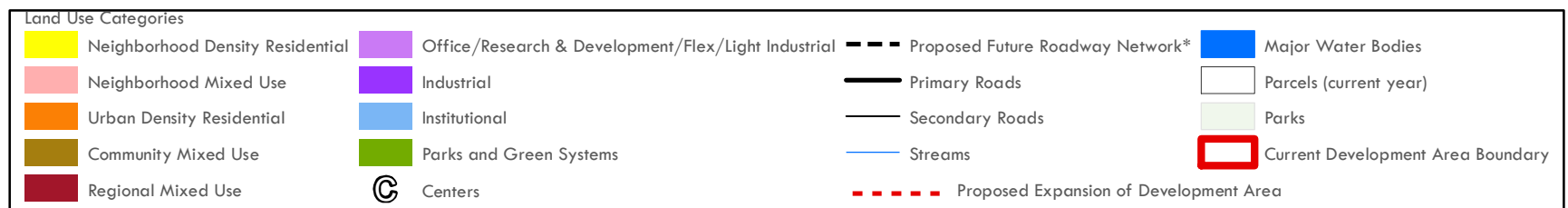




Changes to Southern Development Area Boundary and Land Use



ATTACHMENT B

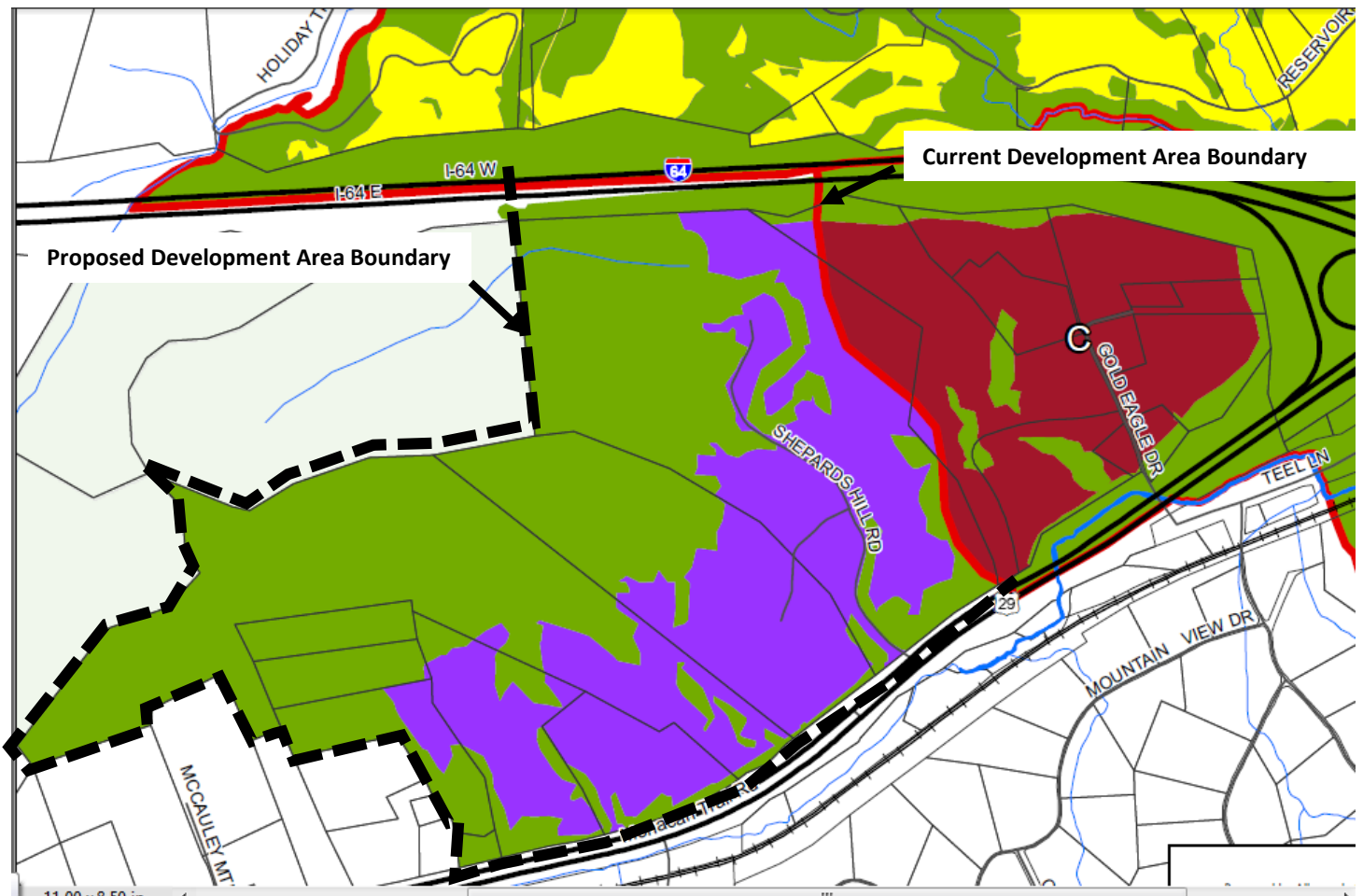
Proposed Comprehensive Plan Amendment

Adjustment to Southern Urban Neighborhood

Changes to Page A.8.S+W. 25 of the Southern and Western Urban Neighborhoods Master Plan
(See “Changes to Southern Development Area Boundary and Land” Map for Legend)

(All changes from “track change” version have been accepted.)

Figure 16: Rt. 29 and I-64 Area



6. The southwest quadrant of the **Route 29 South and I-64 interchange** (Figure 16) contains a future Center which is shown for Regional Mixed Use, land with an Industrial designation, and areas shown for Parks and Green Systems. At present, part of the Center contains a beverage distribution business. Commercial and residential uses are allowed on the property shown for Regional Mixed Use, although this area may also be used for industrial uses. The Industrially designated area is expected to support the County’s target industries that need a location near an interstate interchange and/or close proximity to downtown Charlottesville and/or the University of Virginia, but are not adaptable to a mixed-use environment. This location is particularly suited for the following industries and employment activities:

- Research and development with associated light assembly
- Specialty food production and distribution

- Adult beverage production and distribution
- Other small distribution facilities ancillary to a production operation
- Business and financial processing operations.

The terrain in this area is hilly and, at present, is covered mostly in deciduous forest. Moore's Creek crosses the front of the properties designated for Regional Mixed Use along Route 29 South. Some of the area shown as Parks and Green Systems contains environmentally sensitive systems including steep slopes, streams, and vegetation that forms a stream buffer. Protection of these features is important for habitat protection within Hedgerow Park and the Ragged Mountain Natural Area. Parks and Green Systems areas contiguous to the park could also be suitably preserved through conservation easements or as land added to the park. Passive recreation and trails may be appropriate in areas designated for Parks and Green Systems and a public greenway is proposed to extend from the Redfields neighborhood across Route 29 South, through the Regional Mixed Use Area, westward to Hedgerow Park. The Parks and Green Systems designation also includes land in mountain protection areas as well as forested buffer to the Rural Area on the southwestern edge of the Development Area and along the Entrance Corridors of Route 29 South and I-64.

Because of the terrain and this area's location along two Entrance Corridors, building and site appearance are important. Creativity in building design is desirable. To the extent possible, buildings should be designed to fit into the terrain rather than require extensive grading. Tall retaining walls are discouraged. Minimal removal of tree cover is expected.

Industrial uses have the potential to produce noise and odors; however, the proximity to nearby residential and employment areas requires that new uses at this location have minimal noise and odor impacts.

Improvements to the Route 29 South/I-64 interchange are called for in this region's Long Range Transportation Plan (LRTP). While the project has the highest priority in the LRTP, the scope and timing of the improvements have not yet been determined. Timing for the improvements may affect or be affected by development of land in this quadrant. Ensuring the safety of residential, commuting, shopping, and employment traffic is essential. Any future improvements to the interchange could physically impact some of the properties at the interchange and developers should coordinate with the Virginia Department of Transportation (VDOT) on future plans for interchange improvements.

When improving route 29 to support development at this quadrant, consideration should be given to the importance of the following:

- Preserving left turn movements from the residential areas served by Teel Lane onto Route 29 going south,
- Preventing left turn movement from the Regional Mixed Use area served by Gold Eagle Drive onto Route 29 going north towards I-64,
- Improving the ability of truck traffic to make left turns to travel west on I-64, and
- Finding alternatives to accommodate truck movements onto Route 29. It is preferred that truck movements going both north and south are safe and convenient without the need for a traffic signal.

Vehicular, pedestrian, and bicycle connections should be made between the Regional Mixed Use area and the Industrially designated area to help create a vibrant, active Center. These connections will help to minimize conflicts with local traffic on Route 29 South between employment areas, commercial services, and residential areas. Entrances to the properties will need to be sufficiently spaced from I-64 to meet VDOT safety standards. Depending on site distance and access management requirements, slopes designated for preservation may need to be disturbed to build entrance roads to the properties.

Extension of public water and sewer lines to this area will be needed. Along with these utilities, infrastructure improvements should be provided concurrent with or in advance of development of the Industrial and Regional Mixed Use areas.

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Adjustment to Southern Urban Neighborhood

Changes to Page A.8.S+W. 25 of the Southern and Western Urban Neighborhoods Master Plan
(See "CPA 201500001: Boundary Adjustment to Southern Urban Neighborhood" for Legend)

[\(Track Changes Version\)](#)

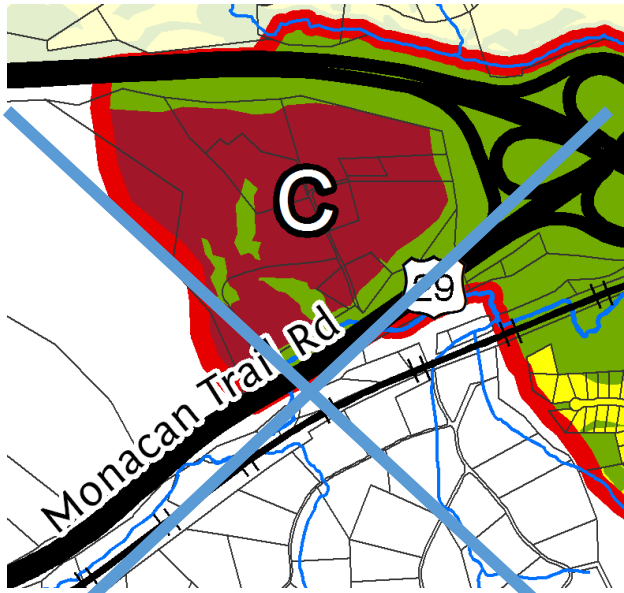
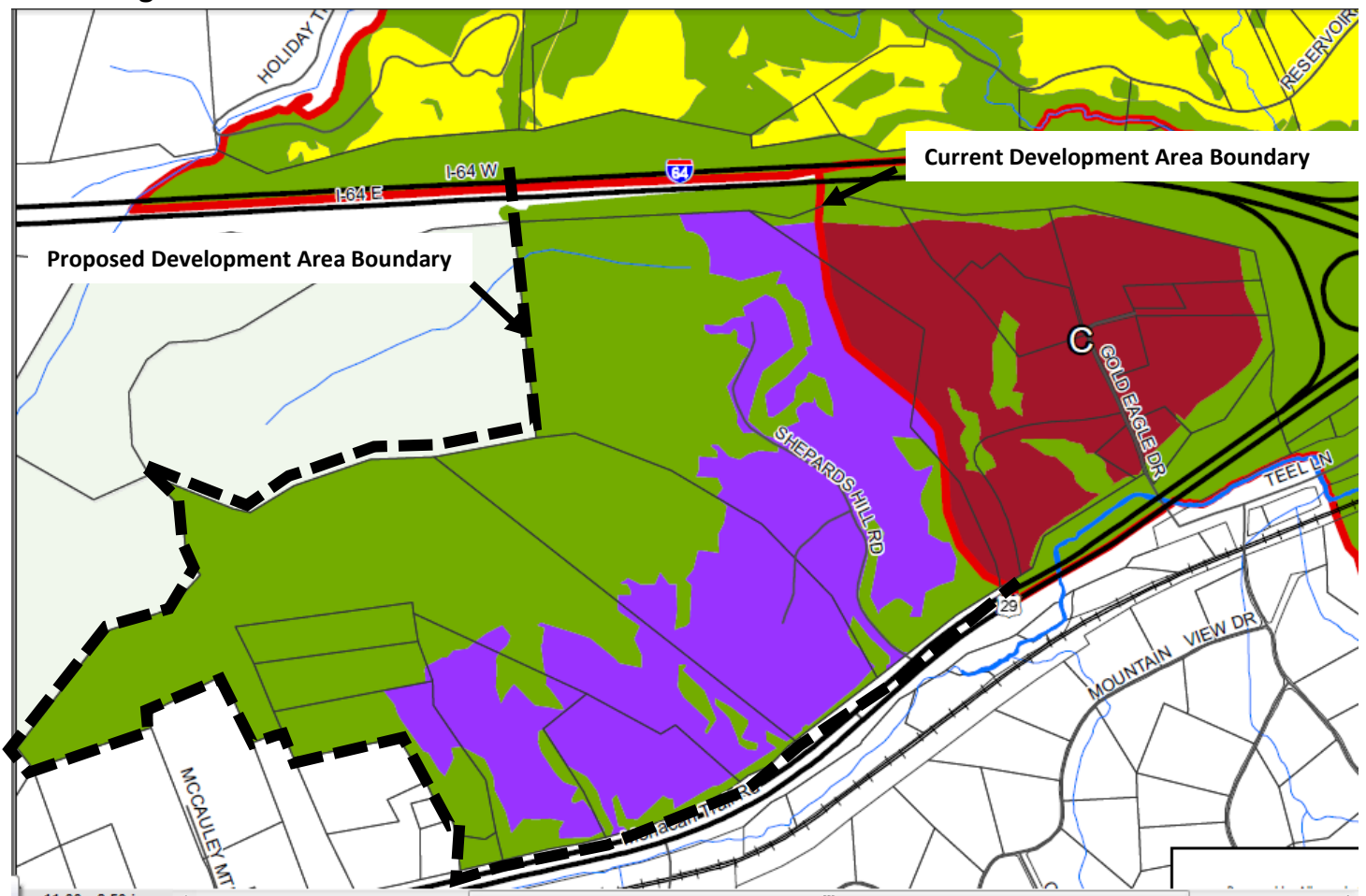


Figure 16: Rt. 29 and I-64 Area



6. The southwest quadrant of Property adjacent to the Route 29 South and I-64 interchange (Figure 16) contains is a future Center which is shown for Regional Mixed Use, land with an Industrial designation, and areas shown for Parks and Green Systems. Commercial and residential uses are expected-allowed on the property shown for Regional Mixed Use, which although this area- may also be used for industrial uses. At present, part of theis Center contains a beverage distribution business.

The Industrially designated area is expected to support the County's target industries that need a location near an interstate interchange and/or close proximity to downtown Charlottesville and/or the University of Virginia, but are not adaptable to a mixed-use environment. This location is particularly suited for the following industries and employment activities:

- Research and development with associated light assembly
- Specialty food production and distribution
- Adult beverage production and distribution
- Other small distribution facilities ancillary to a production operation
- Business and financial processing operations.

~~The terrain in Properties in this area have fairly is hilly and, at present, is covered mostly in deciduous forest. terrain. Moore's A-Creek crosses the front of the -properties designated for Regional Mixed Use property along Route 29 South. Some of the area shown as Parks and Green Systems contains environmentally sensitive systems including steep slopes, streams, and vegetation that forms a stream buffer. Protection of these features is important for habitat protection within Hedgerow Park and the Ragged Mountain Natural Area. Parks and Green Systems areas contiguous to the park could also be suitably preserved through conservation easements or as land added to the park. Passive recreation and trails may be appropriate in areas designated for Parks and Green Systems and a public greenway is proposed to extend from the Redfields neighborhood across Route 29 South, through the Regional Mixed Use Area, westward to Hedgerow Park. The Parks and Green Systems designation also includes land in mountain protection areas as well as forested buffer to the Rural Area on the southwestern edge of the Development Area and along the Entrance Corridors of Route 29 South and I-64.~~

~~Because of the terrain and this area's location along two Entrance Corridors, building and site appearance are important. Creativity in building design is desirable. To the extent possible, buildings should be designed to fit into the terrain rather than require extensive grading. Tall retaining walls are discouraged. Minimal removal of tree cover is expected.~~

~~Industrial uses have the potential to produce noise and odors; however, the proximity to nearby residential and employment areas requires that new uses at this location have minimal noise and odor impacts.~~

~~Improvements to the Route 29 South/I-64 interchange are called for in this region's Long Range Transportation Plan (LRTP). While the project has the highest priority in the LRTP, the scope and timing of the improvements have not yet been determined. Timing for the improvements may affect or be affected by development of land in this quadrant. Ensuring the safety of residential, commuting, shopping, and employment traffic is essential. Any future improvements to the interchange could physically impact some of the properties at the interchange may affect the size of the properties and developers should coordinate with the the Virginia Department of Transportation (VDOT) on future plans for interchange improvements.~~

~~When improving route 29 to support development at this quadrant, consideration should be given to the importance of the following:~~

- ~~• Preserving left turn movements from the residential areas served by Teel Lane onto Route 29 going south,~~
- ~~• Preventing left turn movement from the Regional Mixed Use area served by Gold Eagle Drive onto Route 29 going north towards I-64,~~
- ~~• Improving the ability of truck traffic to make left turns to travel west on I-64, and~~
- ~~• Finding alternatives to accommodate truck movements onto Route 29. It is preferred that truck movements going both north and south are safe and convenient without the need for a traffic signal.~~

~~Vehicular, pedestrian, and bicycle connections should be made between the Regional Mixed Use area and the Industrially designated area to help create a vibrant, active Center. These connections will help to minimize conflicts with local traffic on Route 29 South between employment areas, commercial services, and residential areas. Properties in this area have fairly hilly terrain. A creek crosses the front of the property along Route 29 South. Access roads into the site may result in~~

~~disturbance of slopes designated for preservation. Entrances to the properties A new entrance to the area shown for Regional Mixed Use~~ will need to be sufficiently spaced from Interstate 64 to meet Virginia Department of Transportation (VDOT) safety standards. ~~Any future improvements to the interchange may affect the size of the properties and developers should coordinate with the VDOT on future plans for interchange improvements.~~ Depending on site distance and access management requirements, slopes designated for preservation may need to be disturbed to build entrance roads to the properties. Access roads into the site may result in disturbance of slopes designated for preservation.

Extension of public water and sewer lines to this area will be needed. Along with these utilities, infrastructure improvements should be provided concurrent with or in advance of development of the Industrial and Regional Mixed Use areas.