



County of Albemarle

COMMUNITY DEVELOPMENT DEPARTMENT
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MEMORANDUM

To: Albemarle County Planning Commission

From: Kevin McDermott; Planning Manager

Date: July 7, 2021

Re: ZMA202100004 – Breezy Hill Transportation Analysis

The Breezy Hill Development, in eastern Albemarle County located off US 250 in the Village of Rivanna Development Area, is a proposed rezoning of approximately 76 acres to R-1 zoning. This proposed development is not of sufficient size to trigger a requirement for a Traffic Impact Analysis by either the VDOT or the County. The expected trip generation falls well below 1000 vehicle trips/day according to the Institute of Transportation Engineers (ITE) Trip Generation Manual:

All traffic generated by the proposed development would be added to the current traffic on US 250 which, in the segment adjacent to the development, carries 5,200 vehicles per day (VPD). US 250 from the Charlottesville City Line to the Village of Rivanna is characterized by poor operations in the AM and PM peak hours and has been identified as a corridor in need of major improvements by the Albemarle County Comprehensive Plan, the Charlottesville-Albemarle Metropolitan Planning Organization Long-Range Transportation Plan, and numerous other studies. These poor operations were also documented in a previous Breezy Hill TIA required when the unit count was significantly higher. The identified issues in the corridor have led to the funding of large-scale transportation improvements and identified high priority future projects described in more detail below.

Internally, the Breezy Hill development is proposed as essentially a single road winding through a large lot subdivision with one additional road branching off. Both end in cul-de-sacs with one additional connection proposed out to Running Deer Lane. The development would include a series of pedestrian paths and sidewalks to facilitate access throughout the development. Sidewalks and buffer strips will help facilitate the safe movement of pedestrians, create a more social atmosphere for residents, and help to calm traffic within the development. The proposal also would construct a shared-use path along the frontage of US 250 which should be required to be within the public right-of-way and built to VDOT standards.

The Rivanna Village Master Plan recommends specific transportation improvements (Master Plan page 38) as “essential” to “be constructed before new development occurs in the Village.” The following provides additional information on those transportation improvements including current project status, project need, and relationship between the proposed development and that need.

1. **Interchange improvements at I-64 and US 250 East** -The I-64 and US 250 Interchange is fully funded for reconstruction into a diverging diamond type interchange and expected to be completed prior to build out of this proposed development. The improvements could effectively handle any additional traffic from this development and therefore, this project can be considered complete for the purposes of this rezoning application. **This**



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recommendation in the Master Plan is funded and will be complete.

2. **Six-lane US 250 from Free Bridge east to the I-64 interchange** – The current proposal for this segment of US 250 is to develop two thru lanes and a continuous right turn lane through the entire corridor. The continuous left turn lane would be replaced with a median and left turn lane as necessary. Portions of this cross-section have been completed since the approval of the Village of Rivanna Master Plan. Additional improvements to achieve this were funded in the most recent round of Smart Scale. However, even with that new project, the entire corridor will not be six-lanes. Therefore, completion of these improvements is a factor not fully addressed as it relates to any decision on this rezoning from a Master Plan standpoint. **This recommendation in the Master Plan is not complete.**
3. **Four-lane US 250 from the US250/I-64 interchange to Route 729 (Milton Road) and, possibly, Glenmore Way** – Although subsequent studies have recommended different solutions to address problems in this segment, no improvements have been funded or advanced in any manner. Operational improvements, including widening in portions of the segment, continue to be necessary and recommended and should be considered important in addressing this Master Plan requirement. These improvements are identified in the Albemarle County Transportation Priorities List at #39 in 2019. **This recommendation in the Master Plan is not complete.**
4. **Intersection improvements at US 250 and Route 729 (Milton Road)** – VDOT is beginning a study now to evaluate long-term improvements at this intersection. However no specific project or funding has been identified at this time. **This recommendation in the Master Plan is not complete.**
5. **Bridge improvement or replacement over railroad at Route 22 (Louisa Road)** – This project has been completed since the approval of the Rivanna Village Master Plan. However, the bridge was replaced without additional capacity added. There is no additional space on the bridge to allow for widening beyond the two existing lanes which relates to the requirement discussed in #3 above. **This recommendation in the Master Plan is partially complete.**
6. **Addition of eastbound left turn and westbound right turn lanes on US 250 at Route 616 (Black Cat Road)** – This project has not been prioritized in the Albemarle County Transportation Priorities List and was not evaluated in the TIA. Staff did not request this to be evaluated because of the low number of site generated trips that would go to this intersection. The C-A MPO Long Range Transportation Plan identified some minor congestion occurring at this intersection. There would likely be an operational benefit from these improvements and therefore should be a consideration as it relates to Master Plan consistency and this application. However, it should be noted that the proposed development of Breezy Hill would have little to no impact on traffic operations at that intersection. **This recommendation in the Master Plan is not complete.**

In conclusion, the traffic impacts of the proposed development are expected to be minimal, although additional traffic will be added to the already congested corridor of US 250. Funded improvements such as the diverging diamond at Exit 124 and intersection improvements at US 250 and Rt 20 (Stoney Point Rd) will be complete by the time this development reaches build-out and should result in an overall improvement from current conditions in the corridor. Other recommended improvements will remain incomplete for the foreseeable future. This includes various capacity and safety improvements on US 250 between the Charlottesville City Line and Black Cat Rd which will be impacted by traffic generated by the proposed development. The VOR Master Plan is clear in its statement that *“It is essential that all of the US 250 improvements be constructed before new development occurs.”* The Master Plan directive should continue to be considered even if the specific impact from this proposed development is minimal.



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