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TO: Albemarle County Planning Commission
FROM: Kevin McDermott; Principle Planner – Transportation
DATE: August 4, 2020
SUBJECT: ZMA201900003 – Albemarle Business Campus Transportation Analysis

The Albemarle Business Campus, located in central Albemarle County at the intersection of 5th Street Extended and Old Lynchburg Road in the Southern Neighborhoods Development Area, is a proposed mixed-use development consisting of multi-family residential, retail, office, and other commercial uses. The following table depicts the expected trip generation from the highest possible use of the proposed development based on the Institute of Transportation Engineers (ITE) Trip Generation Manual:

Use Description	Units	Daily Trips	AM Peak			PM Peak		
			in	out	total	in	out	total
Commercial	216,000 ² ft	2,894	169	80	249	104	166	270
Residential	150	816	14	40	54	40	26	66
Total		3,710	183	120	303	144	192	336

Staff requested a Traffic Impact Analysis be developed to support this application. The following information is generally based on the findings found in the above referenced application plan and associated Traffic Impact Analysis and Supplemental Studies as submitted by EPR, P.C. initially dated March 2019 (when the development was primarily residential and referred to as Royal Fern) and most recently revised June 2020 (to account for the change to a mixed use development).

The 3,710 trips generated by the proposed development would be primarily added to the current traffic on 5th Street which, in the segment adjacent to the development, carries 15,000 vehicles per day (vpd) while a smaller portion of the total trips would utilize Old Lynchburg Road, which carries 9,500 vpd south of the 5th Street intersection and 3,500 vpd north of the 5th Street intersection.

5th Street Extended, from the Charlottesville City Line south to the Old Lynchburg Road intersection has numerous intersections currently operating at poor levels of service in the AM and PM peak hours which are expected to worsen as approved developments in the corridor come online. These approved developments include the redevelopment of Southwood, which will have the largest impact in terms of generating additional trips, but also include numerous smaller residential developments nearby.

Safety problems have also been identified in this corridor with four intersections in the Corridor identified in the VDOT Culpeper District Top 100 for safety issues. Operational and safety problems have led to this Corridor being the subject of an ongoing VDOT STARS Corridor Study as well as having a number of potential improvements ranked in the top tier of the Albemarle County Transportation Priorities. Lack of consistent bicycle and pedestrian facilities are also identified as an issue in the Corridor.

The TIA analyzes the three primary intersections that would be utilized by trips to the site. The most problematic intersection, ranked at #7 on the County's Priority List, is the 5th St/Old Lynchburg Rd/County Office Building intersection. The TIA shows that this intersection currently has a failing Level of Service for vehicles making a left or through movement from Old Lynchburg Road onto 5th Street in the AM peak hour. In the 2024 no build scenario these operations continue to fail becoming so poor that it impacts all movements for this segment of Old Lynchburg in both the AM and PM peak hours with likely impacts on other intersections in the area. These worsening operations are the result of the currently approved developments in the area. However, the Albemarle Business Campus would contribute to worsening operations in the build scenario.

The County has submitted an application through the Virginia Smart Scale Program for improvements at the 5th St/Old Lynchburg Rd/County Office Building intersection. This application proposes to convert the intersection into a roundabout. If funded, this improvement would address the operational and safety issues related to this intersection as they are currently experienced as well as those that may be exacerbated through the proposed development of the Albemarle Business Campus. It should be noted that even if funded, it will be several years before the improvement is constructed and the ongoing issues will continue until that time.

The 5th Street STARS Corridor Study, the Southern and Western Areas Master Plan, and other transportation studies in the Corridor have noted other intersections in the Corridor that currently have, or in the future no-build scenario, will have failing operations and safety issues. These include the I-64 interchange ramps and 5th Street and Stagecoach Road. Although not analyzed in the TIA for this application, the proposed development will have impacts on the operations at these intersections.

The developer is proffering several measures to reduce the transportation impacts from the proposed development. These include construction of a Shared-use path adjacent to the development on 5th Street, \$500,000 cash to be used for infrastructure improvements, an upgraded transit stop including a shelter and bench, and development of a complete system of internal and external pedestrian connections. Internal vehicle connections will also be included in a manner which will efficiently meet the needs of the development and the community and the goals of the Comprehensive Plan for mixed-use developments. The cash proffer if approved, could be used to help offset a proposed County contribution on the Smart Scale application for the 5th St/Old Lynchburg Rd improvements.

In conclusion, the proposed development will add a significant number of new trips to a Corridor already experiencing safety and operational issues that currently has inadequate bicycle and pedestrian facilities. However, the proffers the applicant has included appear reasonable and will address many of the most immediate needs within the Corridor. These include providing funding to improve the highest priority need at the 5th St/Old Lynchburg Rd intersection, enhancing the bicycle and pedestrian network through construction of a segment of shared-use path, and improving transit facilities through upgrades to the existing transit stop. It should also be noted that higher density, mixed-use development located on major transportation corridors near the urban center of the region will, in the long-term, result in less demand on the transportation system, provide opportunities for better multi-modal options, and help meet the goals and objectives for transportation found in the Comprehensive Plan and Master Plan.