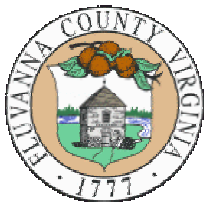


# Lake Monticello Community Plan

*FINAL REPORT*



*Prepared by*  
**Fluvanna County and the  
Thomas Jefferson Planning District Commission**



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# Lake Monticello Community Plan

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## INTRODUCTORY SUMMARY

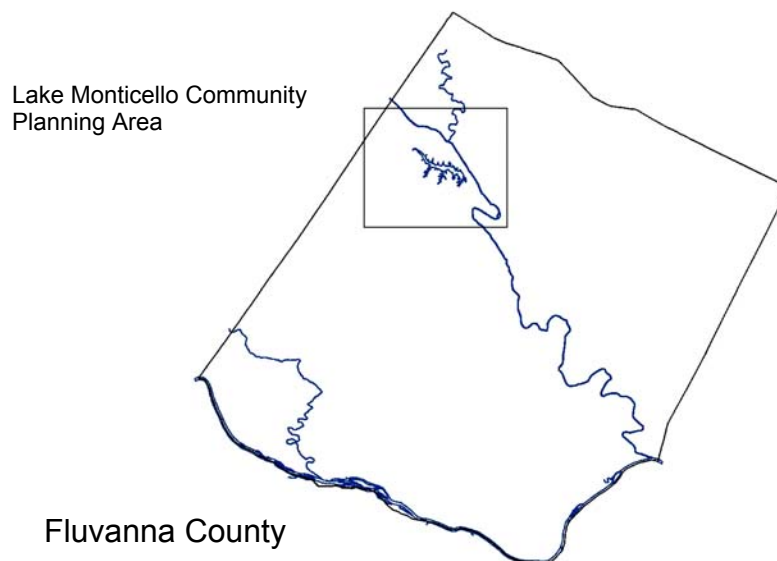
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This report summarizes a community-based vision for the Lake Monticello area of Fluvanna County. It was developed by Fluvanna County and the Thomas Jefferson Planning District Commission with ideas generated at public workshops held on August 31, 2004 (kick-off meeting), September 11, 2004 (Main Workshop), November 10, 2004 (2<sup>nd</sup> Workshop), as well as conversations with stakeholders and follow-up meetings with a newly formed steering committee.

Participants identified key strategies and projects to improve the quality of life for residents inside and outside of Lake Monticello. There was consensus on some issues, such as traffic safety, while the extent and type of growth desired required considerably more discussion. The participants agreed upon several priority themes outlined below.

The **priority themes** developed by the community during the workshops included:

- ❑ **Increase traffic safety** and improve flow at key intersections
- ❑ **Enhance existing commercial centers** in appearance, design, and available services, focusing on ‘village center’ concepts
- ❑ **Provide housing choices** for a variety of age groups and income levels, appropriate to the area
- ❑ **Preserve the rural character** of the surrounding area and protect precious natural resources



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## **BACKGROUND AND PROCESS**

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The Lake Monticello area of Fluvanna County has grown rapidly in recent years. While the private Lake Monticello community has a dominant presence in this part of the County, there are numerous other residents who do not live inside Lake Monticello proper, but live close by. Lake Monticello and the surrounding area make up most of the Rivanna District and a portion of the Cunningham District of Fluvanna County. This plan is designed to address the concerns of residents that live both within the Lake community as well as residents and business owners in the surrounding areas, which are included in the Lake Monticello Community Planning Area.

The population of the Rivanna District was approximately 7,157 in 2000. Ninety-five (95%) of the residents in this part of the County are white, 4% are black, and 1% are other minorities. Residents in the Rivanna District tend to be more affluent than other areas of the County. According to the 2000 Census, the median household income in the Rivanna District was \$54,826 compared to a range from \$35,829 (Fork Union District) to \$45,446 (Columbia District).

The private community of Lake Monticello encompasses approximately 3,500 acres, containing 4,596 lots. The lake itself is 350 acres. There are currently about 3,600 single-family homes and 12 condominiums. The residents include retirees, young families, and commuters to Charlottesville and Richmond. Residents pay dues to the Lake Monticello Owners' Association (LMOA), which is responsible for providing a variety of community services, as well as general maintenance of community infrastructure including the 62 miles of private roads. Water and sewer service is provided through a private source.

The issues facing residents on both sides of the gates of Lake Monticello are similar to those that many communities elsewhere in the country are dealing with, especially those with large gated communities in rural areas. The Lake development has historically been marketed as a retirement and second home destination, but recent growth has included a stronger influence from younger families looking for better values than available in the Charlottesville market. This demographic change, coupled with a natural division between 'inside' and 'outside' the Lake gates, can lead to disconnects and divergent points of view. This was apparent in each of the workshops and several personal interviews. Building mutual respect and understanding will be critical to ongoing growth of this part of the County into a healthy, vibrant community.

The planned growth of the Lake Monticello community as well as market pressures on the availability of land in the surrounding areas suggest that the fast paced growth that Fluvanna County has seen in the past decade is going to continue. While there are a range of opinions on the extent and type of growth desired, most residents agree that it is important to take steps to maintain the rural character of the surrounding area, enhance the 'country suburban' character of the community, promote a vibrant quality of life for residents, and plan for the future.

Community members participated in a kick-off meeting, two workshops, and several personal interviews. Over ninety community members participated in the process including residents, civic leaders, business operators, county staff, and elected officials, all of whom have vested interests in the future of Lake Monticello and the surrounding areas. Each of the meetings was held in a different part of the community to encourage a broad range of participation. The kick-off meeting was held at Effort Baptist Church. The main workshop was held at the Lake Monticello Clubhouse, and the follow-up meeting was held at the Fire and Rescue Squad Building.

During the main community-wide workshop, participants were guided through a series of exercises. These exercises involved individual, small, and large group activities. By design each activity or task served to engage participants in a variety of ways - helping to set-up or conduct the activity, requiring interactions with other participants, and employing verbal and tactile elements and movements around the room. Special care was taken to ensure that the workshop setting was welcoming, encouraged participants to be at ease with one another, invited thoughtful consideration of questions, ideas and tasks, and allowed for a degree of informality and social interaction. Detailed results of the exercises can be found in the appendix.

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## WORKSHOP RESULTS

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Through individual, small, and larger group exercises, participants identified the **priority issues** in their community, summarized below.



### Transportation

Workshop participants mentioned a variety of transportation issues ranging from pedestrian and bike safety as well as traffic congestion and safety. Specific suggestions included:

- Alleviating traffic congestion through Park and Ride lots, adding turning lanes in specific locations, and making spot improvements to existing roads
- Improving the safety of key intersections (53/618, 618/600, 600/53) and reducing speeds near village activity areas (Turkeysag Gate, Slice Gate, and Main Gate)
- Providing safe ways to walk from the Lake to and between commercial areas (while not sacrificing security of the Lake), and safe walking, jogging, and biking trails both outside and inside the Lake (Jefferson Drive and access roads leading to the gates)

### Growth

There were a range of opinions expressed regarding the extent and type of growth desired. However, there was widespread consensus on the determination to discourage strip development and piecemeal, unconnected commercial development along Routes 53, 600, and 618. Participants' comments included:

- Allow economic growth that is compatible with the rural surroundings
- Maintaining landscape buffers between neighborhoods and houses and commercial areas
- Preserving the rural character of the region as much as possible, outside of the compact village development areas

- Focusing on improving the design and future expansion of existing commercial areas

## Environment

Many participants expressed the importance of protecting natural resources including the Lake and associated waterways as well as the surrounding land. Their concerns included:

- Protecting the water quality of the Lake for environmental and economic reasons
- Preserving the rural countryside outside of the growth areas
- Integrating water and sewage systems with the overall County plans, and ensuring adequate supply of clean water and effective sewage treatment for village-scaled growth
- Review ordinances required for improve protection

## Housing

Participants agreed that senior housing was needed; however, they did not agree on the exact location. Suggestions included:

- Providing senior housing (near the Main Gate and/or near Turkeysag Gate)
- Encouraging consistent character and appearance in new housing
- Provide housing that meets diverse income and age levels
- Discouraging high-density, urban character of development that is out of scale to the surrounding area

Other issues discussed included **cultural resources**, **infrastructure development** (water/sewer), **parks and recreation**, **schools**, and fostering a close-knit sense of **community** by developing a common vision.



*The shopping centers outside the Lake Monticello Gates could re-develop over time into compact, walkable villages*

## RECOMMENDATIONS AND STRATEGIES

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These recommendations are general in nature, and will require more specific detailing by the community. Pictures have been provided of potential solutions that were implemented in similar situations.

### Improve traffic safety

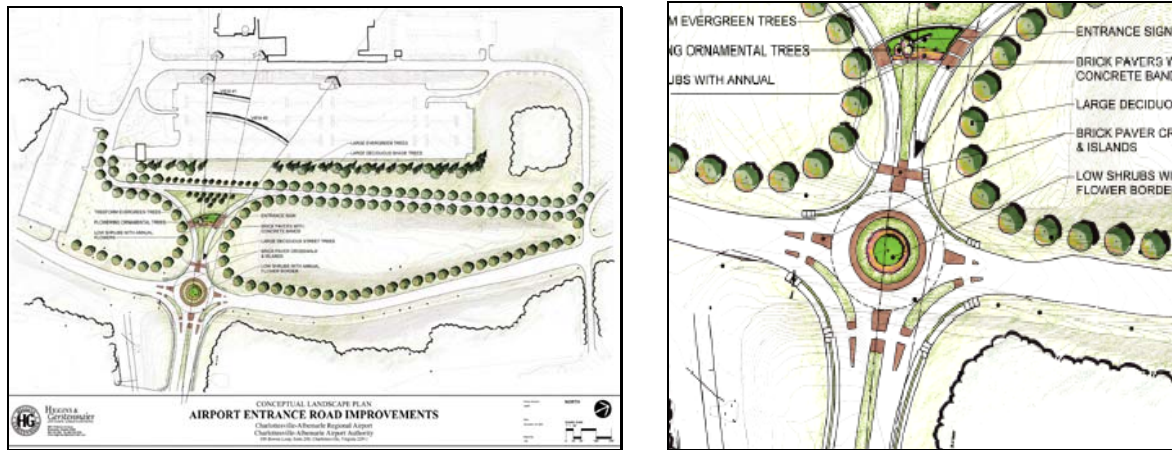
Large volumes of traffic on small country roads can lead to safety problems. Improving intersections, paving shoulders, and adding features for pedestrians, bicycles, and slow moving vehicles in congested areas can alleviate traffic and promote safety. This may be particularly important as the County's population continues to grow.

- Conduct a traffic study of the northwest portion of Fluvanna County to determine existing traffic patterns. The study should also model possible transportation scenarios based upon projected growth. This study would help inform future transportation investments and land use policy.
- Develop access management guidelines for future development – to reduce the number of driveways and entrances onto main roads, and to coordinate roadways between adjacent developments.
- Provide paved shoulders to improve the safety of walking and biking on the surrounding roads. Shoulders can also be safer for slow moving vehicles such as cars and trucks with trailers, and for pull-offs for disabled vehicles. This improves the overall safety of the roadway while retaining its rural character.



- Ensure that the County's zoning code encourages safe pedestrian access to shopping and residential areas, especially in compact village development areas (i.e. requiring sidewalks, crosswalks, and safe access to commercial areas).
- Work with County and local residents to establish a Park and Ride Lot at Effort Baptist, near the Main Gate, or at the Lake Monticello Clubhouse.
- Encourage participation in RideShare, which encourages alternative forms of transportation and pairs up commuters in carpools, vanpools, and SchoolPools. For more information, go to [www.rideshareinfo.org](http://www.rideshareinfo.org).
- Consider establishing transit target stops at key shopping center parking lots, (and possibly within the Lake gates) so that JAUNT and other commuter services can have fixed stops where possible. With trails connecting residential areas to these service areas, alternatives to single-occupant commuting will be more attractive.

- Consider roundabouts at key intersections, particularly where traffic enters and exits commercial areas or the main gate, and for entrances to new developments.



*A roundabout designed for the entry to Charlottesville-Albemarle Airport will improve both safety and efficiency, while providing a welcoming entry to the facilities.*

**Properly engineered modern roundabouts** can support high volumes of traffic moving through an intersection, provide improved pedestrian movements, and can reduce the number of vehicle and pedestrian accidents. Signalized intersections typically require wider roads than roundabouts, to allow for added lanes to stack vehicles waiting to turn. They can also have less capacity, safety, and more delay than roundabouts.

**Modern roundabouts are not traffic circles.** The older traffic circles that many drivers are familiar with tend to be larger, operate at higher speeds, provide little protection for pedestrians or bicyclists, and are less safe for all users than modern roundabouts. Many traffic circles have even been modified to add signals. Modern roundabouts are carefully designed to provide a tightly controlled environment that balances the flow of all vehicles and turning movements, while greatly improving safety, capacity, and pedestrian access. This is accomplished by very specific geometric design details that channel all vehicle and pedestrian movements to the best location, while reducing conflict points.

**Roundabouts have greater capacity and less delay** than signalized intersections. The aaSIDRA analysis software – approved by Federal Highways Administration and 49 out of 50 state DOT's – is a very precise tool for measuring levels of service, capacity, length of delays, and lane requirements. SIDRA typically shows that a two-lane road with roundabouts will provide higher capacity, smoother traffic flow, higher level of service (LOS) and less delay than a four-lane road with signals. This is partly due to a more constant flow, with no need to stop all movement to allow left turns in one direction. The same is true of two-lane roundabouts; a two-lane roundabout with four-lane approach roads (with medians) would require a six-lane signalized road for equal capacity.

**Roundabouts are safer** than signalized intersections or stop signs. A recent study by Virginia's own Insurance Institute for Highway Safety reviewed before-and-after crash data for 24 roundabouts in 8 states that had replaced either signals or 3 and 4-way stop signs. The study found highly significant reductions in crashes, injuries, and fatalities:

- ❑ **39 % reduction** for all crash severities combined;
- ❑ **76 % reduction** for all injury crashes;
- ❑ **90 % reduction** for fatal and incapacitating injury crashes.





*Median splitter islands and set-back crosswalks create safe pedestrian crossings*

**Roundabouts improve pedestrian access and safety** over typical signalized intersections, if properly designed. Required details include:

- ❑ **Median splitter islands** at each approach, allowing pedestrians to cross only one direction of traffic at a time.
- ❑ **Crosswalks set back one car length (18')** from the edge of roundabout, so drivers are looking directly at pedestrians, rather than looking left at approaching vehicles. Even in busy traffic, the second approaching vehicle will yield to pedestrians while the first is entering the roundabout.
- ❑ **Clear signs and lane markings** so drivers and pedestrians know where to go and what to expect.
- ❑ **Landscaped center islands** and lane deflection (no straight shot through) so that approaching vehicles see the changed intersection and have to slow down on approach. A typical design speed is 18 to 23 mph.

**Roundabouts accommodate trucks and buses.** Good designers use templates to define the required travel path of larger vehicles. A truck apron is usually provided to allow larger vehicles like moving vans to get around, while still maintaining the appropriate geometry to reduce speeds of normal vehicle. This truck apron is usually around the outside edge of the landscaped center island, made of bricks or concrete, with a mountable curb 2 ½ inches above the pavement.



*Well-designed roundabouts meet the needs of truck and bus traffic*

**Roundabouts are good for business.** Many communities have discovered that a well-designed traffic control device can spark revitalization of a declining business district, by reducing speeding traffic, providing a beautiful focal point, and improving customer access.

### **Create walking and biking trails**

Biking and walking trails can help provide safer access for residents to commercial areas, decrease traffic for short trips, and provide additional recreational facilities. There are dirt footpaths in many areas, showing where people walk from the gates to commercial areas.

- Trails are a good solution because they offer natural protection, recreation, and interaction with peers. Trails from each gate to nearby shopping centers are particularly practical because they can provide a safe way for pedestrians to get to shopping areas and reduce the need for driving for short trips. Separating pedestrians and cyclists from the roadway also can improve traffic flow.



*Existing conditions (Route 618)*



*Paved shoulder option*



*Off road trail option - Lighting and landscaping optional*



*Pedestrians are wearing a path in the grass at left; trails improvements similar to above would improve accessibility*

- Consider developing a recreation trail along the gas pipeline in the western portion of the Lake. Many people walk, jog, and bike along the roads within Lake Monticello. A trail away from traffic would provide a safe place for recreation.



*Gas pipeline corridor*



*Use utility lines next to highway for trail route*

- Explore possibilities with LMOA to add a walking/biking lane to Jefferson Drive around Lake Monticello, either striped on existing pavement (easier) or separated from roadway (greatly preferred).



*Visualization of bike lane striped on existing road inside Lake Monticello*

		Walking -- Levels of Quality					
		A	B	C	D	E	F
		Exemplary	Excellent	Good	Fair	Poor	Hall of Shame
<b>Sidewalks</b>	Walkability increases with added width, buffers to the street, many eyes on the walk, attractive edges. Five-foot minimum widths are needed. Conditions improve as numbers of driveways are reduced or set back. Non-movable curbing is important.						
<b>Main Streets</b>	Main Street walks should be wide attractive, with many shops and residential units watching over the street. Many activities are needed to keep sidewalks in use many hours a day. Good lighting and street furniture are essential. Maintenance is key.						
<b>Local Streets</b>	Local streets should be narrow, well landscaped, with on-street parking to act as sidewalk buffers. Driving speeds of 10-20 mph are best. 20-25 are acceptable. Homes should be proximal to the street.						
<b>Avenue/Boulevard</b>	Avenues and boulevard sidewalks should be 5-6 feet wide in most applications. Planter strips and bike lanes create essential separation from motorists. Trees, other landscaping, medians help slow motorists. Lanes can be as narrow as 10 feet.						
<b>Crossings</b>	Crossings should be well marked, accentuated by curb extensions. On multi-lane boulevards it is essential to have exceptionally well marked crossings. In some cases signals are warranted.						

Walking Level of Quality Guidelines rate the good, bad, and ugly – from ‘Exemplary’ to ‘Hall of Shame’ – with details for sidewalks, Main Streets, Local streets, avenues, and crossings. (Walkable Communities)

### Enhance commercial areas as village-scaled communities

There are several existing commercial areas just outside of the Lake Monticello gates including Piedmont Village, Crofton Plaza, and Jefferson Center. Clustering development around existing centers can preserve rural areas.

- Cluster any new growth around existing commercial areas to create small, compact villages.





*Existing Crofton Plaza shopping center*



*Trails added for walking and biking from Main gate*



*More buildings added to create more uses*



*Buffers planted to screen view from road and residential areas*

- Develop design guidelines that address the architectural treatment and siting of buildings, along with appropriate massing and height for village-scaled development, lighting, and other design elements, to further encourage attractive, consistent design in the commercial village centers. The County's new zoning code already includes some design guidelines governing signage, site development, parking, and landscaping.





*Dairy Queen at Lake Monticello*



*Dairy Queen in Crozet*

### **Design Guidelines**

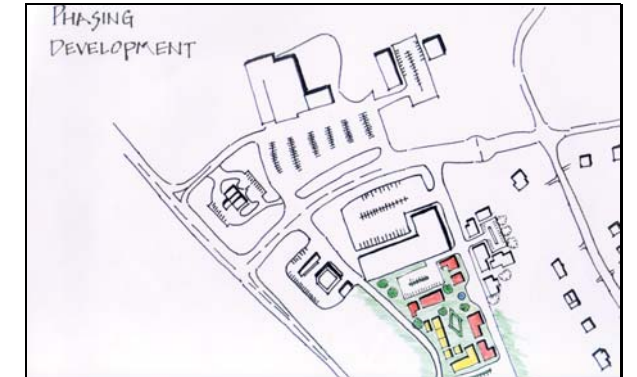
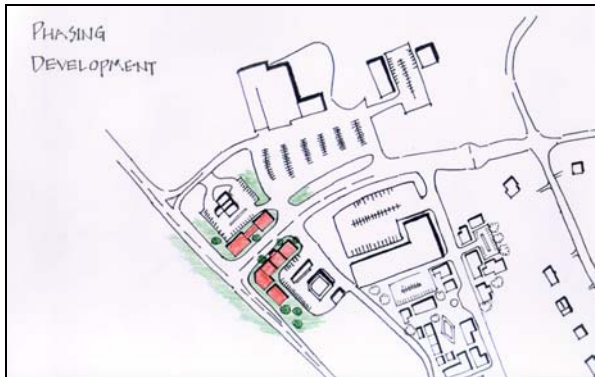
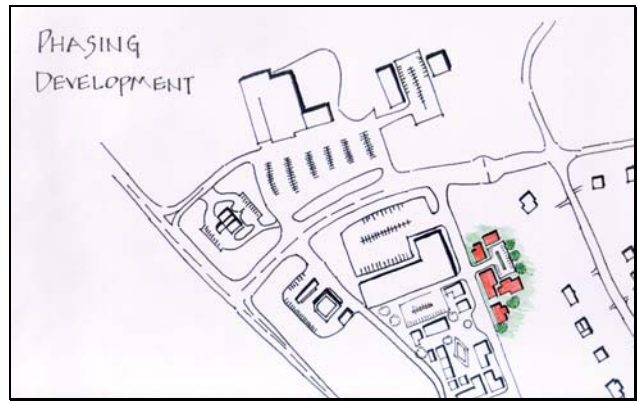
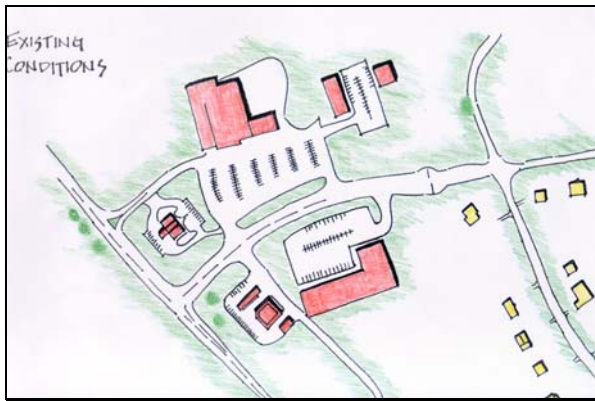
A design review ordinance is aimed at protecting a designated area from unsightly development that would detract from the appearance of the community and reduce property values. Some design standards can be incorporated into the zoning ordinance. Other design standards can be written into a separate design ordinance. If a separate design ordinance is used, the local governing body could appoint a design review board, or the planning commission can serve as the design review board, with advice from an architect; or be administratively reviewed.

Design guidelines may be general or very specific and may address the following:

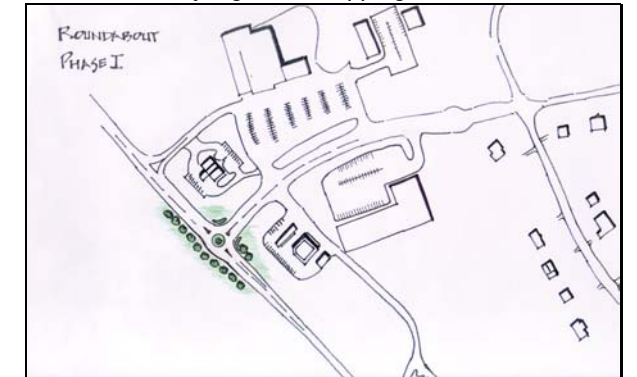
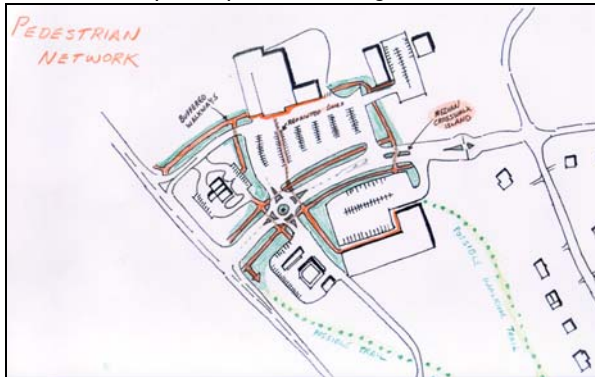
- Bulk of new buildings (floor area ratio), height and width, lot coverage, and setbacks form adjacent properties and streets
- Landscaping and trees
- Paving and overall impervious surface
- Parking spaces for commercial uses or multifamily housing – relegated to rear
- Roof style
- Porches
- Color, texture, signs, building materials, decorations

*(From The Small Town Planning Handbook by Thomas Daniels, John Keller, and Mark Lapping.)*

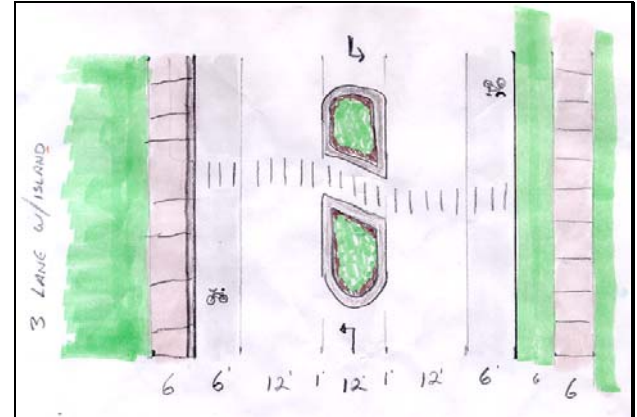
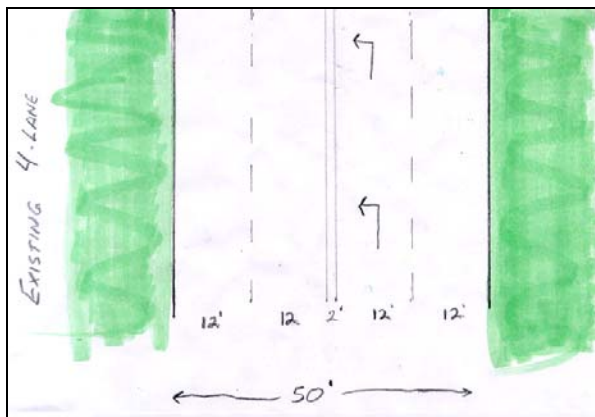
- Provide businesses and services in existing commercial villages to decrease Lake traffic to Charlottesville, such as a post office or packaging center, library, and possibly additional day care centers. As the Lake reaches build out, additional services such as improved health care access will be needed to sustain the population and decrease traffic on roadways.
- Discuss existing boundaries of the Lake Monticello Planning Area and consider boundaries that will preserve the rural character of the rest of the County, while concentrating any additional commercial growth near existing compact villages.



Several conceptual options for village-scaled infill development in the Turkeysag Gate shopping center



Potential pedestrian network (left), and possible roundabout at entry (right) for capacity and safety



Re-striping Turkeysag from four lanes to three lanes to improve safety and capacity, clarify turning movements, and add median crosswalks in two potential locations

## **Eastern Planning Initiative**

The Eastern Planning Initiative, completed in 2001 by TJPDC, studied options for development patterns in the district to determine how density and layout could affect transportation needs and preservation of open space. The study included scientific modeling to generate the cost of transportation investments required by different types of development (dispersed development versus more compact, village-scaled development). Land in areas determined by zoning and comprehensive plans to grow was assigned a future community type, ranging from small town to urban mixed use to suburban residential. The model uses parameters built into each community type, including mix of uses, building, road and parking arrangements, open space, and population supported to calculate how much space and what type of transportation network would be required to support development of that style. The region was modeled with different arrangements of these types being tested in each area to show possible outcomes for each pattern.

One of the most important outputs of the study is that it demonstrates how land use decisions affect transportation systems. For example, if the northwest portion of Fluvanna County develops with low density, primarily residential manner units (as currently permitted), the roadway needs include four-laning Routes 53, 600 and 15, leave little ability to effectively use transit, and gobbling up much of the open space currently in the area. Developing this area with a mix of uses and more compact village-scaled pattern, using cluster subdivisions and multi-purpose retail and service centers, allows more local trips to be taken on foot or bicycle, and provides the ability for commuters to use transit. This could allow rural roads and open spaces to remain rural in character and not require a huge tax burden for road construction. On a regional scale, changing where and how we grow - by building around historic town centers and focusing suburban growth around walkable, village-scaled development patterns - could save \$500 million in transportation system investments over the next 50 years. It would also preserve more forests and farms, provide better access to jobs, reduce congestion, save energy, and protect water quality.

*Review the Eastern Planning Initiative report at [www.tjpd.org/community/epi.asp](http://www.tjpd.org/community/epi.asp).*

## **Preserve natural resources and rural character**

The health of the Lake as well as the surrounding land and waterways is of key importance to maintaining the health and vitality of the environment and economy of Lake Monticello.

- Support the County's efforts to develop a stormwater management ordinance that will protect the water quality of Lake Monticello and surrounding waterways.
- Work with the County to enhance existing codes pertaining to outdoor lighting to discourage excessive lighting from commercial areas, and to improve existing lighting over time.

### **Dark Skies**

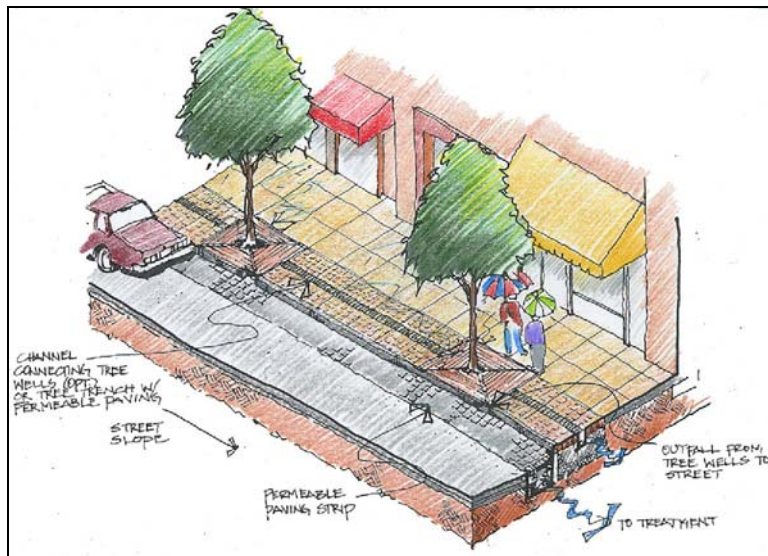
Excessive outdoor lighting, often referred to as light pollution, has the potential to obscure the view of the night sky. Dark skies are considered by many to be scenic, natural, scientific, and cultural resources. Excessive lighting is mainly due to inefficient and misdirected lighting, which directs lighting upward toward the sky rather than down to street level. Many communities (including Albemarle County) have enacted dark skies ordinances in order to discourage light pollution and preserve the night sky. For more information and sample dark skies ordinances, go to the International Dark Sky Association [www.darksky.org](http://www.darksky.org).



- Conduct a public education campaign to help residents understand environmental issues relating to water quality and overall environmental protection and stewardship. Explore setting up a volunteer StreamWatch program to measure water quality over time.
- Consider encouraging any new developments or roads to follow green building, sustainable measures to protect the environment. One example would be to establish Green Streets, which minimize storm water run off. The clubhouse area has extensive hard drainage from its parking lots directly to the lake. This might be a good place for a community water quality project including installing planted absorption and drainage areas.

### Green Streets

Green Streets solutions help control stormwater while enriching the character of neighborhoods. The approach is based on the understanding that pedestrian-oriented street facilities can be designed in such a way to achieve water management goals as well as pedestrian goals. In particular, the same landscaping components of a street that add to pedestrian comfort can also perform stormwater retention and treatment functions, contributing to better flood control and water quality. Planting strips, planted medians, tree wells, and other planted areas can reduce urban runoff by retaining stormwater. The soils in these planted areas also remove pollutants as it filters through or runs off, providing natural water treatment. Paved areas, such as parking lots and lanes, sidewalks, and ball courts, if designed with porous surfaces and ample reservoir or infiltration capabilities beneath, can be used to improve water management. Considering these ideas will ensure that environmental sustainability and quality-of-life objectives are incorporated into the planning and engineering analyses of collection system improvements.



*Green Streets - Connected Tree Wells*

- Encourage land holders in the Lake Monticello area to take advantage of Fluvanna County's Land Use Valuation Program which encourages rural preservation by offering tax reductions for landowners who keep their land as either agricultural, horticultural, forest, or green space.

- Consider establishing additional parkland and/or conservation easements on land to protect it from further growth.
- Consider altering the current boundaries of the Lake Monticello Community Planning Area to include land near the Main Gate on Rt. 618. This would encourage clustering of new development near existing commercial villages in order to preserve the rural character of surrounding areas. Consider connecting to the Palmyra growth area.

### **Fluvanna County's Land Use Valuation Program**

This program allows for the reduction of real estate taxes on real estate that qualifies for agricultural (5 acre minimum), horticultural (5 acre min), forestry (20 acre min) and/or open space uses (10 ac min). For more information contact the Fluvanna County Commissioner of the Revenue.

- Build upon the success of the Open Space Forum ([www.fluvannaheritage.org/Heritage\\_Forum/Open\\_Space/open\\_space.html](http://www.fluvannaheritage.org/Heritage_Forum/Open_Space/open_space.html)) to develop and implement a countywide Open Space Plan to protect the rural character of Fluvanna County.



*The Fluvanna Open Space Forum generated strong interest in development of an Open Space Plan*

### **What is a Conservation Easement?**

A conservation easement is a simple legal agreement between a landowner and a government agency or a non-profit conservation organization that places permanent limits on the future development of the property in order to protect the conservation values of the land. The easement may also specifically protect natural, scenic or historic features of the property. Each easement is unique. The easement terms are negotiated between the landowner and a public agency or a qualified conservation organization. Except for rights explicitly given up in the easement document, the landowner continues to own, use and control the land.

*(From Piedmont Environmental Council, [www.pecva.org](http://www.pecva.org))*

## **Provide community services and activities**

Cultivating additional community services and activities for residents improves the quality of life for residents of all ages, decreases traffic to and from Charlottesville, and builds connections among neighbors. Suggestions for services included a post office, library, senior services and adult day care, hiking/biking trails, and a movie theater.

- Develop a community committee that includes members of LMOA as well as residents outside of the Lake to plan activities and events for residents of all ages inside, and outside, of the Lake. This committee could also undertake a project to match volunteers with services needed. This would help provide additional services to those in need, as well as build community connections.
- Although current plans for new schools are focused on the Pleasant Grove area, long-range planning should consider reserving potential elementary school sites to accommodate the numbers of children growing in the area, reducing the need for busing. A potential site could be reserved in conjunction with approvals of any major development, and used as a community park until needed for a school site.

## **Encourage housing for seniors and a growing workforce**

Healthy communities include housing for people in a range of income levels and ages. Although housing is currently more affordable than in nearby urban areas, prices are rising steadily.

- Senior housing located adjacent to Lake Monticello would provide a location for seniors who currently live at the Lake to move to when they need assisted living facilities, in addition to providing accommodations for family members in need of housing close to relatives. Senior housing should be well integrated with the rest of the community, and ideally be located where seniors can walk to services and shopping.



- Support workforce housing to allow people who work in the County to remain residents of the County. Consider establishing employer-assisted housing programs for government employees as well as those employed in the private sector.
- Any additional housing units in the area – for homeownership or rentals - should be designed to promote a healthy community and meet the multigenerational needs of County residents. New housing should be built in a scale and design that is appropriate to the surrounding areas.

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## IMPLEMENTATION

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### Establish a Steering Committee

A group of committed citizens can accomplish significant change with dedication and willingness to develop and work towards a common community vision.

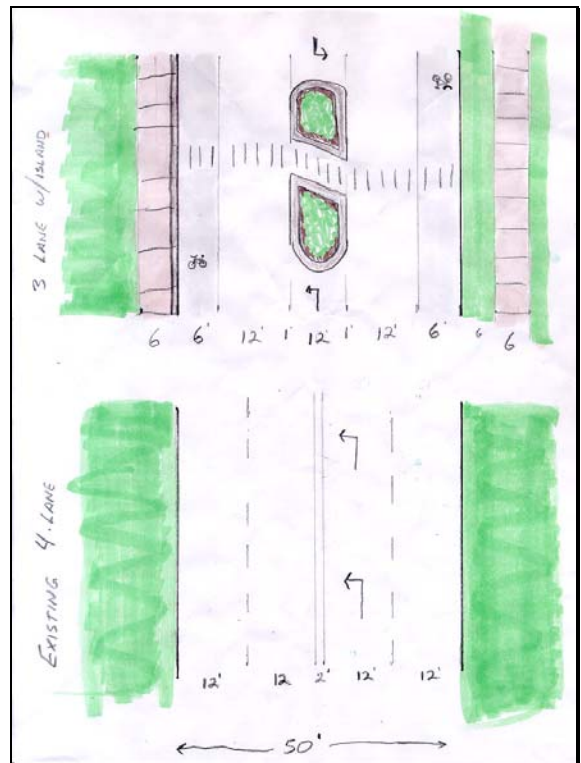
*(Update: This has been completed, and the steering committee has met regularly to plan for the May 14<sup>th</sup> community fair at Jefferson Center)*

### Identify a Model Project

In order to be truly successful, projects must be affordable and realistic and their design should reflect, and fit into, the history and character of the area. Once an opportunity has been identified, assess the range of possible solutions based on their affordability and ability to be accomplished. In the design phase be sure the designers prepare plans that are compatible with the area's history and architectural character. This ensures the completed project complements the region's character and does not look like an "add-on."

Most communities can identify more problems than there are funds to achieve. Clearly the community must set priorities for implementation and develop a phased approach to implementation. Once high priority projects have been identified, specific planning and design documents can be completed.

*(Update: The Committee decided on a model project focused on pedestrian improvements at the Turkeysgate shopping center- see below)*



## Determine Phasing

Develop an initial set of projects, and a phasing priority to help the County plan annual Community Improvement Program budgets and funding applications. The needs of community members and businesses must be identified and factored into the phasing in order to minimize the disruption.

## Combine Available Funding

Funds for identified projects range from those available at the local level to resources available at the state and federal level. Funds may include private sector funding as well. Often projects are funded from more than one source and if the community is able to contribute local financing for even a small part of the project, it is looked upon favorably by other contributors.

- **Local Funding:** While the County may not have extensive local funds available for special projects, they are a key partner in designing and funding any new projects. Small-scale projects may be able to be completed with a combination of local and private funds, while larger scale projects will require additional funding from other sources. Local funds are often required as a match in order to receive state and federal grants. Local volunteer labor can also be a key resource in accomplishing community projects.
- **State Funding:** To a large degree, transportation and other community improvement funds available through the state are a mix of state and federal funds. These are allocated by the state into funding for interstate, primary, secondary roads, rail and public transit, and for other transportation needs such as pedestrian sidewalks and trails, facilities for cyclists, and aesthetic enhancements. In Virginia, secondary road funds are allocated to each county and the county has discretion to use the available funds on the secondary system in a number of different ways. For non-traditional transportation projects, funds are often available through a competitive application process. Funds for other community development projects are available through the Department of Housing and Community Development. These include Community Development Block Grant funds for planning as well as implementation.
- **Federal Funding:** The Transportation Equity Act for the 21st Century (TEA-21) authorizes highway, highway safety, transit and other surface transportation programs. It is through TEA-21 that states receive surface transportation funds, including funds for many of the solutions identified in this manual. In addition, specific safety planning grants are available through the Department of Transportation on a competitive basis. There are a variety of other federal funding sources that offer grants and loans to local governments in order to implement community development projects.
- **Private Funding:** Most private foundations are tax-exempt non-profit foundations (a 501(c)(3) corporation as defined by the Internal Revenue Service). A community foundation, developed in part to receive private sector funding, is a useful option, particularly one that acts in partnership with the county government. In addition, private project development can be coordinated to build segments of sidewalks, trails, parks, and landscaping once a community plan is in place. One of the best sources of private

assistance is volunteer labor. Community members' volunteer labor can be used as matching funds in many cases for private or public grants, but can also accomplish a lot on its own from building and maintaining trails, to planting trees, and organizing community events.

## **Review and Amend the Codes**

Since many existing codes and regulations get in the way of creating walkable mixed-use neighborhoods, attracting investment often requires reworking the codes to make it easier to achieve the desired goals.

## **Strengthen Public-Private Partnerships**

Creating great projects and partnerships starts with a shared vision and goals. A strong effort should be made to get greater participation from landowners, business people, potential investors, and small-scale residential and commercial builders and developers.

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# APPENDIX

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## **Lake Monticello Kick-off Meeting August 31, 2004 Results Visioning Exercise**

### **Public Safety**

- 24 hour police patrols including inside the gates of Lake Monticello
- Safe environment for families to raise children without problems of larger cities
- Safety
- Safe – low crime

### **Integrated transportation network**

- Lake Monticello is a walkable community
- Absolutely no strip zoning along TJP parkway (i.e. McDonalds)
- Well designed roads
- Good access via walking, bikes, golf carts to shopping and services
- Dangerous traffic points are fixed. There is smooth, safe traffic flow
- Improve traffic flow
- There are jobs in the area. Less commuting as a result
- Better roads
- Good road planning to meet future growth
- Pedestrian/bike areas/pathways connecting destinations wherever possible
- Control traffic
- Improved traffic flow
- Lake Monticello beltway (Rt. 53, Rt. 600, Rt. 618)
- Slower speed limits
- Good roads outside lake for commuters
- Public transportation
- Rt. 618 and 600 (in this district) not be widened
- Improvement of roads
- Wider roads for increased traffic volume
- Traffic
- Transportation – reducing speed limits, availability of electric transportation
- Increased traffic flow and pedestrian networks

### **Cultural Resources**

- Place for the arts and culture to thrive
- Library in community
- Cultural/historical

### **Infrastructure**

- Complete sewer and water to the area

- Integrated water and sewer service for the entire community

### **Parks and Environment**

- Parks – ease for children to get to parks
- Good walking, biking areas
- Parks and trails
- Defined recreational facilities – protect the river
- Clean, live lake
- Protection of the watershed
- Want better environment conditions – i.e. Lake and Rivanna
- Clean

### **Community schools**

- Want to see schools built closer to population i.e. Pleasant Grove
- Excellent school system
- Community schools

### **Senior living**

- Rest home(s)
- Assisted living in community
- Meet needs of elderly and young

### **Growth: Compatible with current rural atmosphere**

- Economic growth compatible with rural atmosphere
- Controlled growth that fuels economy and excitement of area but doesn't overload infrastructure
- Architectural visions are raised with more focus on functionality, beauty, people oriented
- Self-sustaining
- Service businesses such as a pharmacy
- Consistent storefronts
- Movie theater
- No more business zoning on Rt. 600 to keep one road around Lake Monticello rural (No Rt. 29s)
- Like to see fewer vacant business space and not approve more business developments until demanded
- Accessible shopping for necessities
- Provide enough commercial growth for the community without completely surrounding the Lake with businesses
- Like to see CPV not come to Fluvanna
- Restrictions on heavy industry
- Guided growth
- Concentrated business areas
- Business zones be permitted only as additions to present ones i.e. abutting present business, no spot zones for businesses
- Office
- Retail



- Protect homes from encroachment of business (e.g. too close, sound, noise)
- Attractive landscaping around commercial areas
- Economically viable
- Dynamic place to live and work
- Economically viable
- Controlled growth
- Lake Monticello access gates not be crowded with spot zones for business enterprises
- Sustained growth around 1% per year
- No growth beyond current plan
- Encourage cluster in residential around us
- Rural
- Same as it is today
- Current, quiet dark, rural atmosphere
- Orderly development good mix of residential and business
- Retain rural character
- Keep rural feeling and appearance
- Rt. 618 and 600 retain their uncluttered character (no build up of commercial projects)
- Developing a culture of close community
- Quaint

## **Lake Monticello Kick-off Meeting August 31, 2004 Results Priority Issues**

- Traffic safety
- Spot business zoning
- No strip development (commercial villages)
- Walkability outside of Lake Monticello
- No public transportation
- Not enough jobs (industry)
- Integration with Palmyra
- Don't build factory
- No neighborhood schools
- No post office
- Keep river healthy
- Lack of assisted living and special care.
- Lack of affordable housing
- Lack of community cultures
- How to build community
- Border permeability
- Healthy Lake Monticello Owners Association
- Sewer and water
- Lack of transportation for kids

## **Lake Monticello Main Workshop September 11, 2004 Results Visioning Exercise**

### **Rural preservation/limited/appropriate growth**

- Rural buffer around Lake Monticello
- Maintain rural environment
- Keep rural character, buffer zones between communities
- Preserve rural appearance and character as much as possible
- Keep rural character
- Beautiful
- Encourage needed commercial but don't be overrun
- Preservation of land and water resources
- Self-sustaining economy
- No factories
- Quality and limited commercial growth
- Growth less than 1% per year
- Moderate growth
- Controlled growth
- Pharmacy needed for 24 hour service
- Adequate economic resources to support education
- Economically viable
- Retail available
- Keep outlying areas rural
- Available professional services
- Most desirable place to live between Richmond and Charlottesville
- Avoid high density adjacent to Lake Monticello
- Enhance beauty and character – develop a plan to save trees during construction
- Density limit for residential development
- Planned commercial development
- Light commercial – office for employment
- No more cell phone towers
- No exceptions to rural zoning in areas near Lake Monticello
- Decentralized business services
- Planned growth (no Rt. 29 type growth)
- We need a post office
- Keep it from over development
- Keep most business and built up area on Route 53 – it is a state road
- Commercial design approval and review board
- Commercial development plan for areas designated
- Enhance existing businesses
- Some small retail areas
- Carpool rideshare plan
- No more power plants
- Enhance business environment
- Use traffic circles at dangerous intersections – 600/53 & 53/618

- Limit (no additional) commercial development
- Well thought out strategies to deal with fast growth issues
- Safeguard historical assets

### **Transportation**

- Work with DOT to establish a long range road system expansion/safety plan for this community
- Safe main roads
- Avoiding traffic congestion – some public transport
- Transportation
- Controlled traffic patterns
- Controlled traffic
- No traffic lights
- Roads with shoulders
- Safer road system
- Safe traffic routes (main arterial with lights)
- Vehicle traffic controlled
- Improved (safer) access to Rt. 250 – I-64
- Safe and easy access across 53 at 600 and 618
- Traffic safety
- Roads to keep up with growth

### **Recreation**

- Areas for socialization for all ages
- Parks, walking and bicycling areas
- Walking path along the Rivanna from Rt 600 to Palmyra
- Charm, character, pedestrian trails/parks
- Preserve the LMOA amenities (lake, golf course, tennis, etc.)
- There is recreation for all ages within safe walking distance
- Recreation
- People can walk or bike to shopping and services
- Set-aside park recreation facilities near or perhaps in the Lake Monticello community
- Connecting biking and walking trails with Pleasant Grove and further
- Additional recreational facilities
- Parks and trails, possibly bike lane Lake Monticello to Pleasant Grove
- Jogging path
- Community culture – athletic director, things for children and seniors

### **Housing, especially for seniors**

- Establish a transitional residential/health support area for seniors next to the existing lake community
- Housing opportunities for all income groups and age levels
- Seniors housing and communities
- Keep area from being a “dumping ground” for high density multiunit dwellings
- Provide assisted living facility somewhere in the area – preferably close to shopping
- A good retirement facility for the elderly

- Availability of assisted living facilities
- Housing for old and infirm
- Limit or restrict high density housing (R-10)
- Provide for senior housing
- Assisted living area on route 53
- No townhouses
- No town houses and high density

### **Environmental protection**

- Safe and clean community
- Define Lake Monticello as Boston Creek Watershed to better control water quality
- Environmentally safe – air and water
- Protection of Rivanna River and no commercial development on TJ Parkway
- Environmentally clean
- Clean, safe environment
- Clean community for the future
- Trees and countryside protected on each side of 53, 600, and 618
- Maintains aesthetics - greenery
- Preserve quality of river
- Countryside and farm views and trees and fields protected at Pleasant Grove
- Integrate our water/sewage system with a Rivanna River associated plan

### **Sense of community – mission/vision – community organization**

- There is a feeling of community among everyone inside and outside the gate
- There is an organization or government that encompasses the whole area
- The gates and walls come down
- Incorporate as a town with Boston Creek Watershed boundaries
- Shared goals and ambitions with the rest of the County
- A good connection with the communities of Palmyra and Fork Union
- Strong feeling of community

### **Community schools**

- Community schools
- While keeping Lake Monticello an integral part of the county, establish community facilities (i.e. library, post office, elementary school) in this area
- School at Lake Monticello camp ground
- Good schools for our children to attend
- Enhanced educational opportunities
- Schools close by (Pleasant Grove), library, post office, better highways, bus service

### **Safe community**

- Safe community
- Safe
- Continuance where one feels safe from crime
- Great crime prevention

## **Lake Monticello Main Workshop September 11, 2004 Results**

### **Priority Issues**

#### **Rural preservation/limited/appropriate growth**

- No overall coordination for commercial, No design standards for architecture, signs, etc. – 7
- Density (5), how to control growth (4) – 9
- No library, PO (missing services) – 5
- Required buffers between communities – 4
- Does the community want to preserve rural character – 4
- Do we need commercial development – 3
- Commercial village – 2
- Commercial sharing of parking lots, etc./park once – 1

#### **Traffic safety/bike/walkability**

- Safe walking and biking (6), facilities for children, safe walking/biking, distance to school (6), traffic safety (5) – 17
- Rural road system – 4

#### **Environmental protection**

- General plan for water/sewer – 10
- Lake quality and water control – 3
- Pollution of river – 2

#### **Community building/Recreation**

- Community involvement – 5
- Keep healthy relationship with county – 3
- Quality of life for all ages - 2

#### **Other**

- Funding issues - 4
- Neighborhood schools – 3
- Proper management structure – 2
- Housing variety – 2
- Donut hole outside - 0
- Retirement community legacy - 0
- How maintain improvements - 0
- What is community that maintains facilities? - 0
- Lack of consensus - 0
- Changing character of community - 0
- Community will - 0
- Senior housing and care - 0
- Police/enforcement - 0
- Bringing all age groups together - 0

## Lake Monticello Main Workshop September 11, 2004 Results Mapping Exercise

### Group 1

#### *Notes:*

- Improve existing commercial areas for access, safety, and appearance i.e. community villages (add more services to existing areas, no new areas)
- Road safety in general, esp. on 53, 600, 618, and 616. Consider public and alternate (electric) transportation
- Expand recreational opportunities with trails, parks, walking safety
- Expanding sense of community with more gathering places
- Housing variety for all ages
- Better design controls overall
- Decrease light pollution

#### *Map:*

- Playground and ball field near Slice Gate
- Pedestrian crossing on 600 near Slice Gate
- Electric autos
- Traffic safety
- Gathering areas
- Decrease light pollution
- Lake health
- Park and ride lot near main gate
- Improve design near main gate
- Recreational path along gas pipe line path
- Recreation or school/community school on 618
- Path from slice gate to Pleasant Grove
- Commercial villages
- Add gate on 618 near 53, add library, school, commercial, fields
- Safety – intersection between 618/53, site of a bicycle fatality in 2004
- Monish Gate – exit only? Turn lanes?
- Zoning to allow apartments above retail commercial?
- Area between Monish and Turkeysag, preserve for recreation if possible, recreation trails, senior housing? New gate?
- 636 safety at Nahor
- Housing above Food Lion
- How to create park/ride lots, transit, Effort Baptist Church
- Decrease speed limit
- No new commercial zones, infill/expand/improve existing
- Development needs correct roads at intersections
- Better design, trees at Jefferson Center
- Water/sewer at Jefferson Center?

## **Group 2**

### *Notes:*

- Buffer = rural preservation designation, watershed preservation
- Commercial = improve/enhance/expand at current locations only – encourage cluster development
- Traffic = roundabouts at key intersections (53/618, 600/618, 600/53, main gate/turn lanes, Turkeysag and Slice Gates)
- Density = no apartments/townhouses/high rises, ok single family/cluster patio
- Amenities = post office, library immediately adjacent to one of the commercial developments (i.e. school at Piedmont, extended use of Jaunt bus – Palmyra)

### *Map:*

- Undeveloped buffer surrounding Lake Monticello
- Traffic light or roundabout at 53/618
- Possibly a school on 618 near 53
- Roundabout and/or turn lanes at Monish gate
- No high density
- Assisted living facility on 53 near Turkeysag gate
- Enhance Jefferson Center (near Turkeysag gate), no strip malls, buffer
- Improve shoulders all of Rt. 53
- No patio homes or townhouses, no high density housing
- No commercial in Nahor
- Death trap traffic near Nahor
- Roundabout at Turkeysag, Slice Gate, and Main Gate
- Schools on the south east side of Rt. 53
- Post office at Slice Gate
- Roundabout at Slice Gate
- Rural preservation surrounding the lake
- If Rt. 53 or 618 or 600 isn't going to be in the VDOT plans for expansion than no commercial or high density units, nor should it be
- High density in growth area
- Extend water and sewer to Piedmont Village
- Add library and/or school at Slice Gate
- Why is Palmyra dying? Shouldn't we improve that area of the county
- Smaller scale units
- Assisted living and age-restricted facility near main gate with neighborhood, commercial, senior services, JABA senior resource center
- Pedestrian link to Crofton from assisted living
- Extend growth area north of 618 to river, river buffer and BMP
- Improve access and appearance at Crofton

## **Group 3**

### *Notes:*

- Roundabout/safety devices for all new development
- Expand community planning area to include watersheds
- Allow business zoning along rt. 53 both sides



- Scenic green buffers along rt. 53, with bike/pedestrian trails
- Extend heritage trail to rt. 600
- Retirement/senior housing
- School in campground area

*Map:*

- No commercial development without sewer and water
- Shoulders on all main roads (53, 600, 618)
- All new development must have roundabout or traffic safety devices
- Senior housing or center near Turkeysag gate
- Post office and movie theater near Turkeysag gate
- Community planning area to include watershed
- School on Rt. 618/53
- Emergency center on Rt. 618
- Move Monish gate off of 53
- Conservation district
- River park with trail
- Protected historic parkland near Crofton
- Along 53, add green buffer and bike riding trails
- Roundabout at main gate, Riverside gate, and slice gate

**Group 4**

*Notes:*

- Limit commercial development to already permitted areas
- Hold on development to already permitted areas until fully built to see what is needed
- Traffic/safety i.e. more stop signs at intersections
- Rideshare
- Post office
- Bicycle lanes inside and outside lake
- Design standards for commercial development
- Buffers

*Map:*

- Limit commercial development to already designated areas
- Hold on development until already permitted areas built – can see what it looks like and what else is needed to determine appropriate density of housing and commercial
- Rideshare lot at Effort Baptist
- Post office in Jefferson Plaza near Turkeysag Gate
- Traffic control and roads – safety upgrades
- Bike paths and designated bike lanes within lake to key areas (from Main Gate to Crofton Plaza)
- Design standard for commercial development and buffers with trees
- Bike path along the river
- Traffic control near Crofton
- Public transport/bicycles along Jefferson Drive
- Traffic control on Rt. 600 and 53

## **Follow-up comments from other residents since the workshops**

### **Environment**

- Problem with the sewage system, but not sure exactly what are the problems
- Tax credits for businesses and homeowners who build eco-friendly structures
- Tax incentives for employers who purchase a certain percentage of their supplies locally
- Change the building code for the usage of greywater
- Emphasize cisterns and water catchment systems
- Promote composting toilets, publicize Fluvanna as a green friendly county
- Begin a program to develop means of generating renewable energy
- Promote easements, set aside space for wind farms (San Diego does this)
- Promote solar - companies are required by federal legislation to buy back power individual homes produce above usage
- Stop sewage from contaminating the lake.
- Address concerns about the storage capacity of Fluvanna's water supply.
- Pleasant Grove is terrific project and should continue to grow as a natural resource of trails and undeveloped land.

### **Development**

- More growth at Zion Crossroads
- Stop the big boxes from coming into the County
- Outside of Lake Monticello, ensure that lot sizes are kept reasonable (at least 2 acres), or even kept to 10 acres
- Tax rebates for farms
- Promote incentives to keep farms from having to sell land to meet expenses
- Keep developments small
- Reduced property taxes for low-income seniors and not just the lowest-income

### **Walking/biking**

- Bike racks at shopping centers
- Bike lane from the Lake to the main shopping areas
- Would like to have walking trails
- The roads inside the Lake are too narrow, dangerous to walkers and bikers
- Construction of a bike path/walking path around Jefferson Drive.

### **Transportation**

- Gates cause traffic problems on state roads
- Need a park and ride lot, possibly at Effort Baptist or at the Clubhouse
- display more information about programs like RideShare
- Subsidize an alternative fuels station
- Better timing on the signal at 616 & Rt. 250 to alleviate morning congestion, especially for 8:00 am commuters
- An extra lane or roundabout at the intersection of Rt. 53 and 600

### **Community Services**

- May need another school someday
- Additional family entertainment would be good – bowling alley, miniature golf
- Appreciates the small town feel, with conveniences, would like to have more restaurants
- Assisted living facility
- Increase water and sewer access to areas and homes currently without it.
- Construction is needed to bring broadband capacity to homes throughout the county
- County effort to develop a program providing good quality childcare at numerous locations throughout the county

### **Lake-Community**

- Take down the gates
- Gates provide a feeling of security and safety

## Participants from all workshops

Bill Anderson  
Ward Apgar  
Denny Avers  
Muriel Badler  
Hy Badler  
Frank Ballif  
Chuck Barbour  
Melissa Barlow  
John Beder  
George Bennett  
Earl Biel  
Dave Brackett  
Lucille Braithwarde  
Nora Byrd  
Joe Chesser  
David Clay  
Judy Collins  
Al Colville  
Diane Cook  
Tom Cook  
Lou Cooper  
Jean DeMarco  
Kirt Doersch  
Millie Doersch  
Rick Dowswell  
Carol Donahue  
Mike Donahue  
Rick Dowswell  
Rob Duncan  
Diane Everline  
Chris Fairchild  
Peggy Flick  
Bert Flood  
Jack Gallagher  
Len Gardner  
Page Gifford  
Pat Groot  
Florence Hill  
John Hill  
Mike Himes  
David Hordyke  
Norma Hutner  
Charles Johnson  
Barbara Kelshaw  
Harold Kelshaw  
Esther Kilianski  
Ron Krauss  
Debra Kurre  
Dana Lee  
David Lerman  
Jo Ann Link  
Leroy McCampbell  
Nancy Miner  
Tom Morace  
Ted Mullinix  
Virginia Mullinix  
Paul Myers  
Julia Neelley  
Betty Nieding  
Gene Ott  
Carol Parsons  
Tom Payne  
Frank Persico  
Diana Pickard  
Kathy Pol  
Arlene Prince  
Ed Prince  
Nancy Quantak  
Arthur Rashap  
Vern Rathbone  
D. Rodriguez  
Brenda Rosecrans  
John Rosecrans  
Kathy Saurman  
Kim Schwarz  
Bob Strassheim  
Patsy Strong  
Ann Symmers  
Grant Tate  
Claire Van Nierop  
Dick Van Nierop  
Randal Watkins  
Donna Watkins  
Luther White  
Joan Woxholdt  
Ron Wyant  
Gary Zilmer