Come give us your feedback
Places29 is at a critical point and we need your help to determine what the preferred alternatives for land use and transportation will look like! Please come to the public workshop and work session and give us your feedback.

OPEN HOUSE - (drop in anytime)
Thursday, May 18, 2006 from 5:00 p.m. to 8:00 p.m.
Introduction of the three Initial Framework Alternatives during two presentations, one at 5:15 p.m. and the other at 6:45 p.m.

WORK SESSION
Saturday, May 20, 2006 from 9:00 a.m. to 2:00 p.m.
Each Framework Alternative will be presented individually for consideration and comment. The work session will begin promptly at 9:00 a.m. with a light breakfast available at 8:30 a.m. Lunch will also be provided.

NOTE: Both sessions will be held at the Sutherland Middle School cafeteria. We strongly recommend attending the Thursday open house so that you can be prepared to give feedback on the proposals during the Saturday work session.

How to read the maps and compare the alternatives
Each Framework Alternative page has a detailed main framework map and a transportation network map (small map at top right of each page), along with a description of the major transportation network and future land use of each Framework.

Compare Transportation Networks of Alternatives
Look at the transportation networks (small map at top right) to see what travel choices you would have to get around the area. Note the differences between alternatives—whether there are routes parallel to US 29, and if they go where you need to go for local trips. The potential improvements are in red, green, and blue lines (see legend under map).
- The green ‘Programmed’ lines refer to projects that have public or private funds allocated for construction in the next few years.
- The red ‘Unprogrammed’ projects are in approved long-range plans, but are currently unfunded.
- The blue lines are ideas under consideration, but not approved or funded.
- The transportation improvements are also shown in dashes and dots on the large map (see legend at bottom left).

Compare Distribution of Major Centers and Extent of Greenfield and Redevelopment
Comparing the number and distribution of Major Centers (see legend at bottom of maps - Major centers are Community Center, Destination Center, Midtown Center, and Uptown Center) reveals key differences between the three alternatives - few vs. more frequent Major Centers, clustering vs. dispersal of Major Centers. The Neighborhood Service Centers also shown on the map are smaller in scale and occur more frequently than the Major Centers.

You can also compare the alternatives according to how much future development would occur on ‘greenfield’ sites (currently vacant or rural land) and how much would be redevelopment of existing commercial property.

Future Framework Alternatives
Each of the three Framework Alternatives (the large maps) shows:
- How the following land uses would be distributed:
- The proposed locations for all Center Types (with exception of the smallest Civic Green Centers).
- Potential routes of future priority transit service, aligned with the Centers.

When reviewing and comparing the Future Framework Maps, focus on how the mixed-uses centers and surrounding land uses relate to each other, and how they are oriented toward transportation network components:
- Is a mixed use (activity) center oriented toward US 29 or a parallel route?
- Do mixed-use areas serve residential as well as employment areas?
- Does the overall mix of mixed-use, residential, and employment uses work?

These maps also illustrate the relationship of all proposed land uses to a network of open space (in light green) composed of public and semi-public open spaces and areas with site constraints (steep slopes, stream buffers, and floodplains), which can serve both recreational and transportation needs for Places29 residents and workers.

For More Information:

Places29 Public Information sheets were created over the past couple of months to inform and prepare participants for this series of public meetings. We realize that the Places29 plan area is a large and complex one, with many important issues to consider, and we hope that these fact sheets will be useful in helping people get a good foundation of information prior to our public discussions on a preferred framework plan. These sheets can be viewed at www.albemarle.org or www.tjpdc.org and are also available at the County of Albemarle and the Thomas Jefferson Planning District Commission’s offices.

Public Information Sheets

Places29 Public Information sheets were created over the past couple of months to inform and prepare participants for this series of public meetings. We realize that the Places29 plan area is a large and complex one, with many important issues to consider, and we hope that these fact sheets will be useful in helping people get a good foundation of information prior to our public discussions on a preferred framework plan. These sheets can be viewed at www.albemarle.org or www.tjpdc.org and are also available at the County of Albemarle and the Thomas Jefferson Planning District Commission's offices.

Public Information Sheets

Places29 Public Information sheets were created over the past couple of months to inform and prepare participants for this series of public meetings. We realize that the Places29 plan area is a large and complex one, with many important issues to consider, and we hope that these fact sheets will be useful in helping people get a good foundation of information prior to our public discussions on a preferred framework plan. These sheets can be viewed at www.albemarle.org or www.tjpdc.org and are also available at the County of Albemarle and the Thomas Jefferson Planning District Commission's offices.
**Vision Statement and Guiding Principles**

The Vision Statement and Guiding Principles for the Northern Development Areas Master Plan are an essential part of the plan. Both were developed from a combination of community input and policies manifest in the County's Comprehensive Plan. They serve as the foundation for future development and are intended to guide the planning process for the Northern Development Areas.

**Vision Statement**

Albemarle County’s Northern Development Areas will feature compact development organized into neighborhood and employment centers. These centers will be pedestrian-oriented and mixed-use; they will offer a variety of housing choices, high quality retail, office, and employment opportunities. They will be connected by an attractive, efficient, and accessible multimodal transportation system. Integrated into this urban-style development, parks and open spaces will provide a sense of respite and contribute to an overall excellent quality of life.

**Guiding Principles**

**Development**

As stated in the Comprehensive Plan, the County has chosen to focus future development in the Development Areas in order to lessen development pressure on the Rural Areas. New Development in the four Northern Development Areas is intended to follow the Neighborhood Model so that those areas will include lively mixed-use pedestrian friendly centers.

The four Northern Development Areas form a corridor centered on US 29 North. As development in the corridor and elsewhere increases, the additional traffic it generates must be addressed by this master plan.

By improving on the current configuration of neighborhoods, places of employment, and shopping areas, the community seeks to create a pattern of walkable places with a diverse range of uses. Pedestrian and bicycle connections and facilities should improve access and ensure safety.

The Northern Development Areas can expect a combination of new development, infill development, and redevelopment to take place subject to this master plan. It is essential for this development to follow the principles of the County’s Neighborhood Model; to respect and work with the terrain.

Preserving the character of existing neighborhoods while improving the quality, diversity, and affordability of new housing is important. Housing, including workforce housing, located close to employment centers, shopping areas, transportation, and recreation is important for the Northern Development Areas.

The Northern Development Areas community values high quality design, which respects the scale and character of existing development and adjacent planned open space.

It is important to provide infrastructure at or before the time it is needed to serve new development.

**Transportation**

A high-quality transportation system will serve users across the entire spectrum, from local trips to regional ones, and it will be multimodal—including vehicular, pedestrian, bicycle, and transit access. In particular, improvements to the US 29 corridor should recognize and address the road’s multiple purposes. The system will also address the movement of freight by truck, train, and air.

Future development of the transportation system is an opportunity to increase the connectivity of places and land uses currently separated by US 29 and other high-traffic roads, such as Hydraulic and Rio roads. The future transportation system can also enhance the connectivity between neighborhoods, recreational amenities, and community facilities throughout the area. In certain instances, connections for pedestrian and bicycle access may be made where road connections would be inappropriate or would disturb established neighborhoods. The road network that will best serve the Northern Development Areas includes US 29, roads that are parallel to US 29, and good east-west connecting roads.

Safety and aesthetics are important for new and existing streets.

Public transit is now available in some parts of the Northern Development Areas. New development and transportation improvements should be transit-ready.

**Open Space and Community Amenities**

The community values the expansive views of the Blue Ridge Mountains and other vistas; they add to the quality of life. They should be preserved through careful delineation and protection of viewsheds.

The Northern Development Areas community values a well-connected network of accessible public open spaces, greenways, and trails that will be created by preserving the existing open spaces and adding new ones, and making connections between open spaces in the Development Areas and surrounding Rural Areas and the City of Charlottesville.

The County’s public facilities, such as libraries and schools, are both a source of pride and a resource. These facilities should be convenient and accessible to neighborhoods and employment centers.

**How We Got Here**

Places29 is part of the County’s standard Master Planning process for shaping a community’s future. It focuses on all aspects of a community and integrates land use and transportation. Many other Master Plans for Albemarle County have been created, all are based on the County’s Comprehensive Plan.

The Visions and Values for Places29 were developed from a series of workshops and are based on the County’s Neighborhood Model, a major tool for creating these livable urban communities. It guides new development away from sprawling, isolated buildings toward a more compact, pedestrian friendly design of interconnected neighborhoods and centers.

Prior studies have explored transportation solutions for the US 29 corridor. Current thinking looks at the corridor in the context of integrated land use and transportation solutions. The US 29 Corridor Transportation Study (part of the Places29 Master Plan) builds upon detailed technical analysis completed in UnJAM 2025 (Charlottesville/Albemarle MPO approved long-range transportation plan) and in 29H250 (US 29/Hydraulic Road/US 250) Phases 1 and 2.
These four Place Types - NS, C, D, and MidUp - are the priority for new development. The transportation networks should be reviewed in relation to how they best serve the potential development.

<table>
<thead>
<tr>
<th>Definition</th>
<th>Centers are focal points or core areas around which development is organized.</th>
<th>Land Uses Around Centers</th>
<th>Land Uses are organized around a Center and located within a one-quarter-mile walking distance from this core area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CivCen Green</td>
<td>Neighborhood Service</td>
<td>Community</td>
<td>Destination</td>
</tr>
<tr>
<td>Civil Green</td>
<td>Neighborhood Service Center</td>
<td>Community Center</td>
<td>Destination Center</td>
</tr>
<tr>
<td>Uses fronting onto the center</td>
<td>Neighborhood-serving retail/service uses on the first floor</td>
<td>An urban open space located adjacent to the mixed-use buildings (see description of CivCen Green)</td>
<td>A Destination Center is a mixed-use center that:</td>
</tr>
<tr>
<td>Photo Example</td>
<td>Located around the edge of the centers. Shown in red on maps</td>
<td>Shown in purple on the maps</td>
<td>Shown in yellow and burnt orange on the maps</td>
</tr>
</tbody>
</table>
Transportation

- US 29: Extensive improvements along most of US 29 within the Places29 area
- US 29 widened between the North and South Forks of the Rivanna River
- Interchanges and other improvements in the vicinity of Hydraulic Road and the 250 Bypass and other major intersections as determined by transportation analysis
- Multi-way boulevard where needed for centers and Rapid Bus service
- Multi-use paths along rural portions of US 29 (from Neighborhoods 1 & 2 to Hollymead and from Piney Mountain to the Greene County line)

- Overall Network: Some short, minor parallel roads within portions of the Places29 area will allow vehicles and bicycles to travel between and within these areas without using US 29.
- Rapid Bus (higher quality buses, improved transit stops) on US29. Stops located about one half mile apart, near key centers and supplemental local service.
- One line on US 29 connects the UVA campus and the UVA Research Park in Hollymead. Second line provides service on the parallel road network and US 29, connecting to Downtown Charlottesville.

Development

- Most future development is located north of the South Fork of the Rivanna River.
- Community and Destination Centers—all oriented towards US29. 7.
- Neighborhood Service Centers: 18
- Extent of redevelopment: 15% of new growth
- Alternative 1 emphasizes employment land uses north of the South Fork
- Estimated build-out capacity is the lowest of all three alternatives:
  - 32,000 existing and new units (50% change by 2025 and 130% change at buildout)
  - 50,000 existing and new jobs (50% change by 2025 and 400% change at buildout)
Transportation

US 29 Improvements focused on segments of US 29 adjacent to major development:
- Additional lanes from just south of Hollymead Drive to the North Fork of the Rivanna River at a minimum, as supported by the transportation analysis.
- Interchanges and other improvements in the vicinity of Hydraulic Road and the 250 Bypass
- Grade-separated intersection at US 29 and Rio Road and other major interchanges, if supported by the transportation analysis.
- No multi-lane boulevard, more reliance on parallel road network
- Multi-use paths along rural portions of US 29

Overall Networks: Focus on creating and maintaining parallel routes, including:
- West side of US 29: Berkmar Drive Extended connects Development Area 1 and Hollymead.
- East side of US 29: combination of Meadowcreek Parkway and Northern Free State Road/Pine Grounds Road provides a new route into the City of Charlottesville.
- Additional minor parallel roadways provide the ability for vehicles and bicycles to travel between and within portions of the Places29 area without using US 29.

Bus Rapid Transit (BRT): Higher-quality service than Rapid Bus: faster travel times, ticketing at stations, priority movement on streets connects Centers along the parallel routes:
- One line connects to Downtown Charlottesville and primarily serves the east side of US 29.
- Second line to the UVA campus, serves primarily the west side of US 29.

Development

- A potential Midtown in the southwestern corner of US 29 and Rio Road. A Midtown is a dynamic and entertaining mixed-use place with restaurants, special shops and businesses, offices, and homes that is active throughout the day.
- Community and Destination Centers—focused along parallel roads and more dispersed compared to Alternative 3 allows a more concentric organization of other uses around centers: 13
- Neighborhood Service Centers: 17
- Extent of redevelopment: 15% of new growth.
- Alternative 2 emphasizes residential land uses north of the South Fork.
- Build-out capacity lies between Alternatives 1 and 3:
  - 40,000 existing and new units (50% change by 2025 and 100% change at buildout)
  - 94,000 existing and new jobs (150% change by 2025 and 490% change at buildout)
Transportation

- US 29 Improvements focused on segments of US 29 adjacent to major development
  - Additional lanes from just south of Hollymead Drive to North Fork of Rivanna River at a minimum, as supported by the transportation analysis.
  - Interchanges and other improvements as indicated in the vicinity of Hydraulic Road and the 295 Bypass
  - Grade-separated interchanges at major intersections as determined by transportation analysis
  - Multi-use paths along rural portions of US 29

- Overall Network: Network of Parallel Routes similar to, but not as extensive, as in Alternative 2:
  - No Northern Free State Road/Polo Grounds Road connection
  - Parallel routes include:
    1. Berkmar Drive Extended, which connects Development Area 1 and Hollymead west of US 29
    2. On the east side of US 29, additional minor parallel roadways provide the ability for vehicles and bicycles to travel between and within portions of the Places29 area without using US 29.

- BRT or street car with quality of service similar to Alternative 2:
  - One line on parallel road network, connects to Downtown Charlottesville
  - Second line mainly on US 29, provides a more rapid connection from Charlottesville and UVA to Airport Road, the proposed Uptown, and the concentrations of employment at the UVA Research Park, NGIC, and GE-Fanuc.

Development

- An Uptown north of Airport Road takes advantage of the employment concentration in the UVA Research Park and the regional draw of the airport. (The Uptown is similar in concept to the Midtown, but in a different location, creating a dynamic and entertaining mixed-use place that is active throughout the day)
- Community and Destination Centers (including an Uptown) are more clustered than in Alternative 2 and focused on US 29.
- Multi-use paths along rural portions of US 29

Overall Network: Network of Parallel Routes similar to, but not as extensive, as in Alternative 2:

- No Northern Free State Road/Polo Grounds Road connection
- Parallel routes include:
  1. Berkmar Drive Extended, which connects Development Area 1 and Hollymead west of US 29
  2. On the east side of US 29, additional minor parallel roadways provide the ability for vehicles and bicycles to travel between and within portions of the Places29 area without using US 29.

- BRT or street car with quality of service similar to Alternative 2:
  - One line on parallel road network, connects to Downtown Charlottesville
  - Second line mainly on US 29, provides a more rapid connection from Charlottesville and UVA to Airport Road, the proposed Uptown, and the concentrations of employment at the UVA Research Park, NGIC, and GE-Fanuc.

Development

- An Uptown north of Airport Road takes advantage of the employment concentration in the UVA Research Park and the regional draw of the airport. (The Uptown is similar in concept to the Midtown, but in a different location, creating a dynamic and entertaining mixed-use place that is active throughout the day)
- Community and Destination Centers (including an Uptown) are more clustered than in Alternative 2 and focused on US 29.
- Multi-use paths along rural portions of US 29