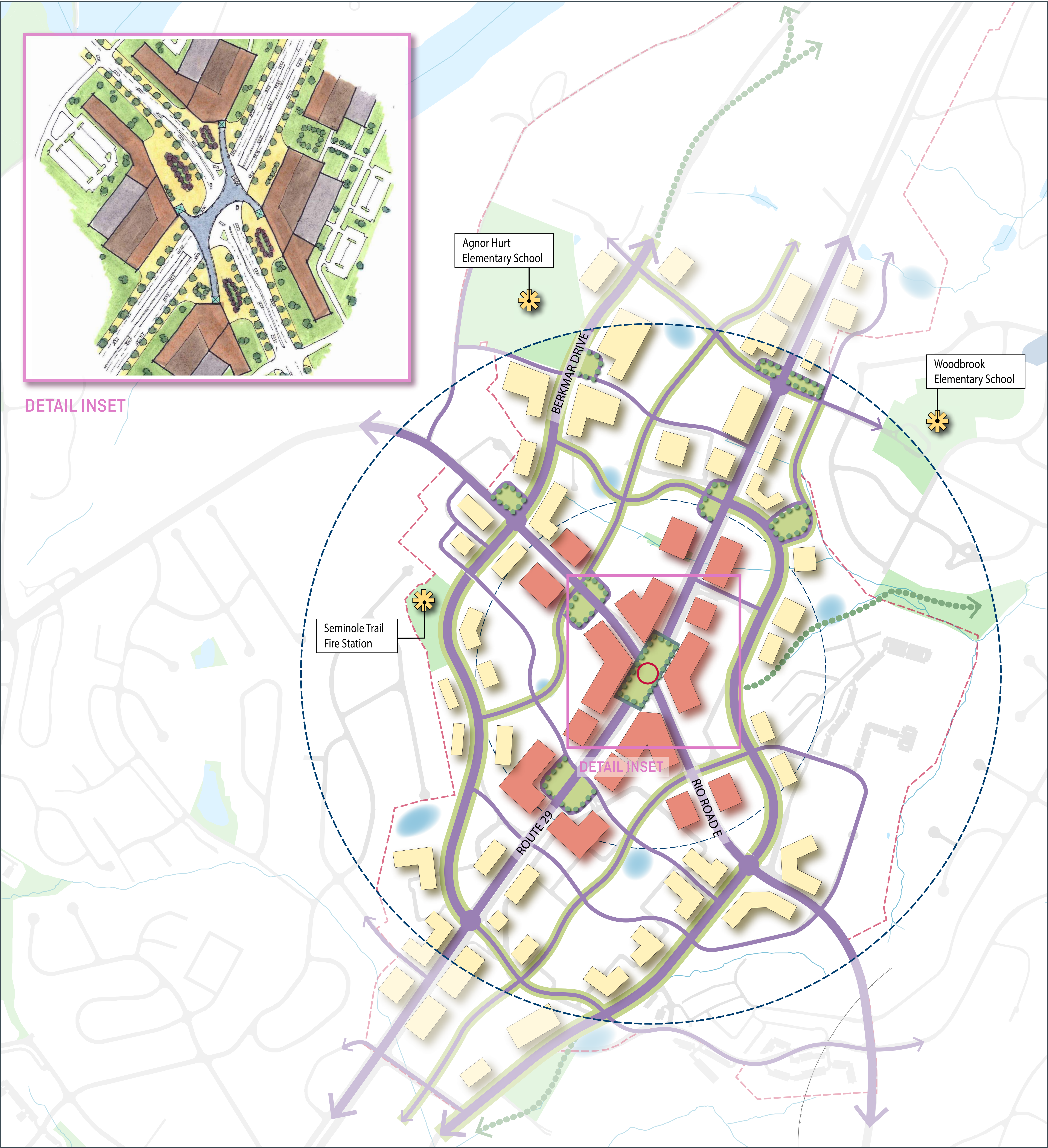


OVERVIEW:

The Central Station scenario incorporates a major stop along a bus rapid transit system connecting the 29 North corridor to other key destinations, such as downtown Charlottesville and UVA. The station is at the key junction of Rio (with connections to downtown) and 29 (with connections to UVA and other centers along the 29 spine). Shops at street level and offices and housing on upper floors face the station. The highest intensity is at the center and cascades down so that the edges are low height and intensity. Structured parking is behind the buildings. This is a highly walkable environment. Pedestrians travel between buildings either at street level via pedestrian crossings and decks over 29, or bridges that connect the second floors of the tallest buildings fronting the station.

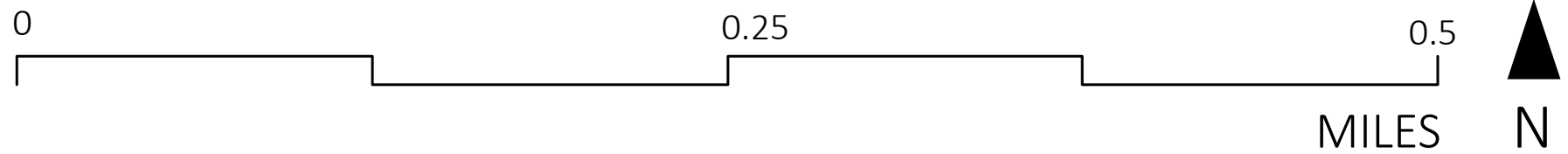


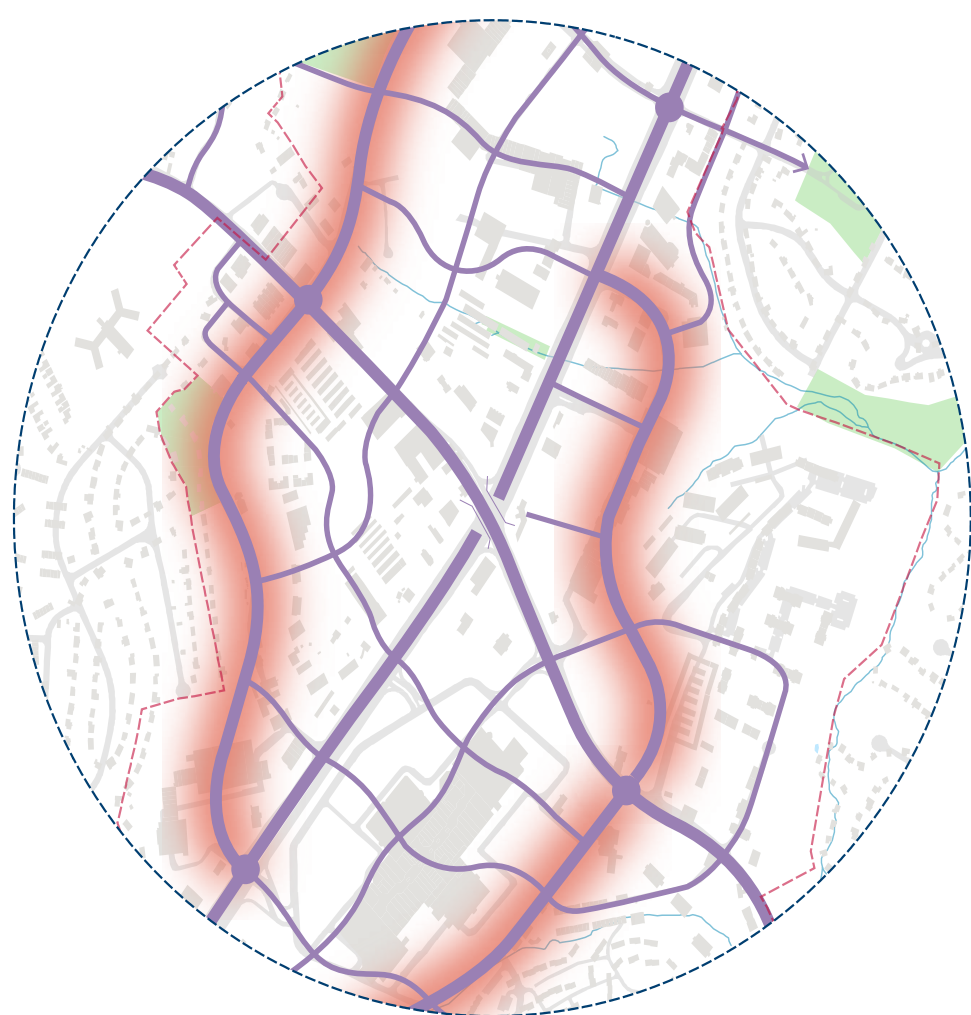
DETAIL INSET

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LEGEND

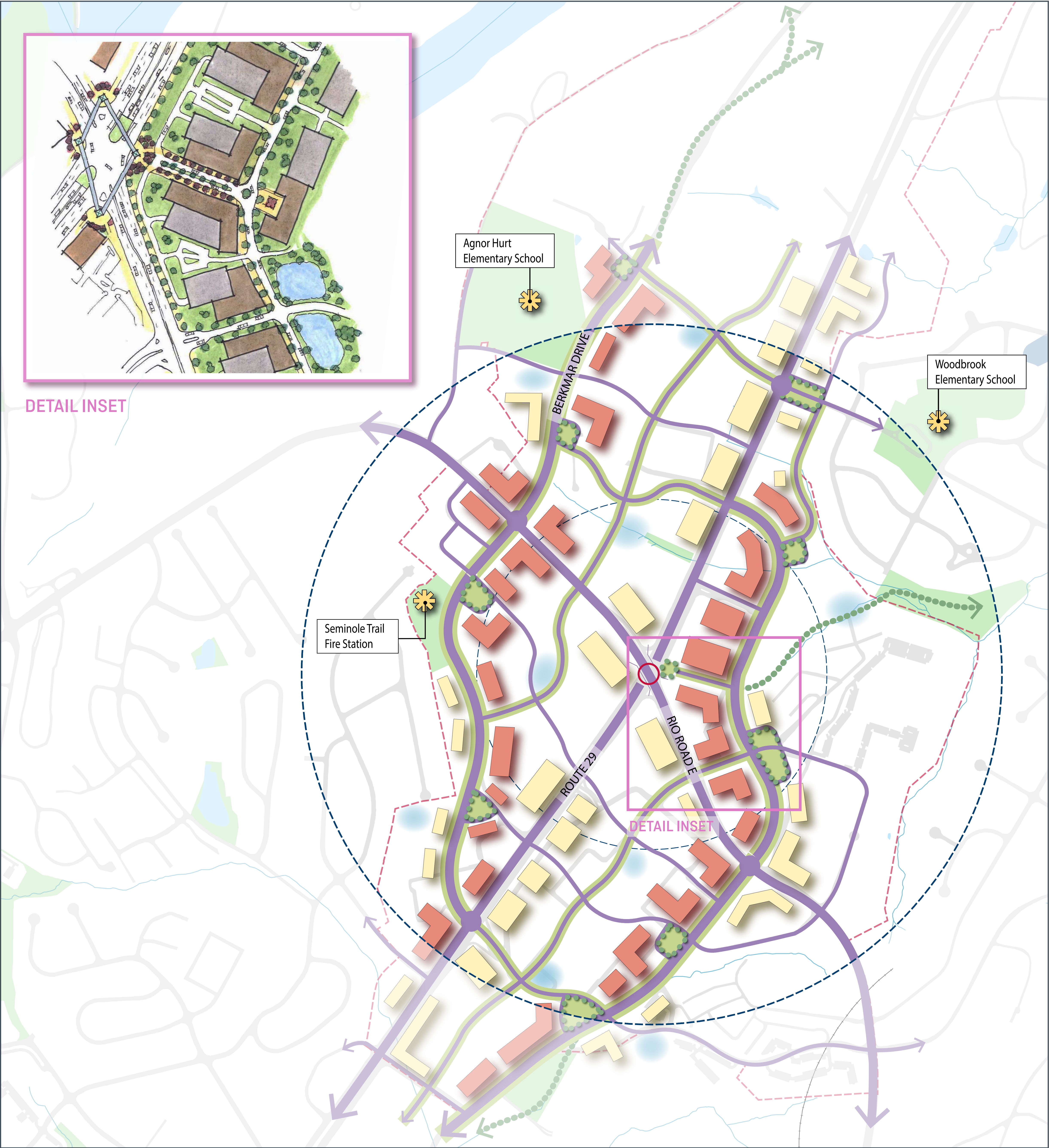
	STUDY AREA		COUNTY-OWNED PROPERTY		MIXED USE CORE		BRT STATION/ PEDESTRIAN CROSSOVER		5 MIN & 10 MIN WALK RADII
	EXISTING STREETS		POTENTIAL STORM WATER MANAGEMENT		MIXED USE EDGE		SIGNALIZED INTERSECTION		
	POTENTIAL FUTURE MAJOR CONNECTOR		POTENTIAL NEIGHBORHOOD PARKS						
	POTENTIAL FUTURE MINOR CONNECTOR		POTENTIAL FUTURE TRAIL CONNECTIONS						
	PRIMARY GREEN STREETS								





OVERVIEW:

Hillsdale Drive and Berkmar Drive are two key “Main Streets” in Albemarle County’s future. Shops on street level, plazas, civic uses, and upper floor housing and offices create a vibrant street day and night. Although these streets carry regional traffic as parallel relievers of Rt. 29, they also have active street life and walkability. While the Main Street form encompasses both the future of Berkmar and Hillsdale Drives, the development could occur in phases with one side built in the next 20 years, and the other side to happen later as market forces make it feasible. Transit could leave 29 to serve either or both corridors before rejoining 29, or a station could be located on 29 with strong pedestrian linkages east to Hillsdale or west to Berkmar. Pedestrian connections across 29 would still be important in this scenario, but less critical than the Central Station scenario.



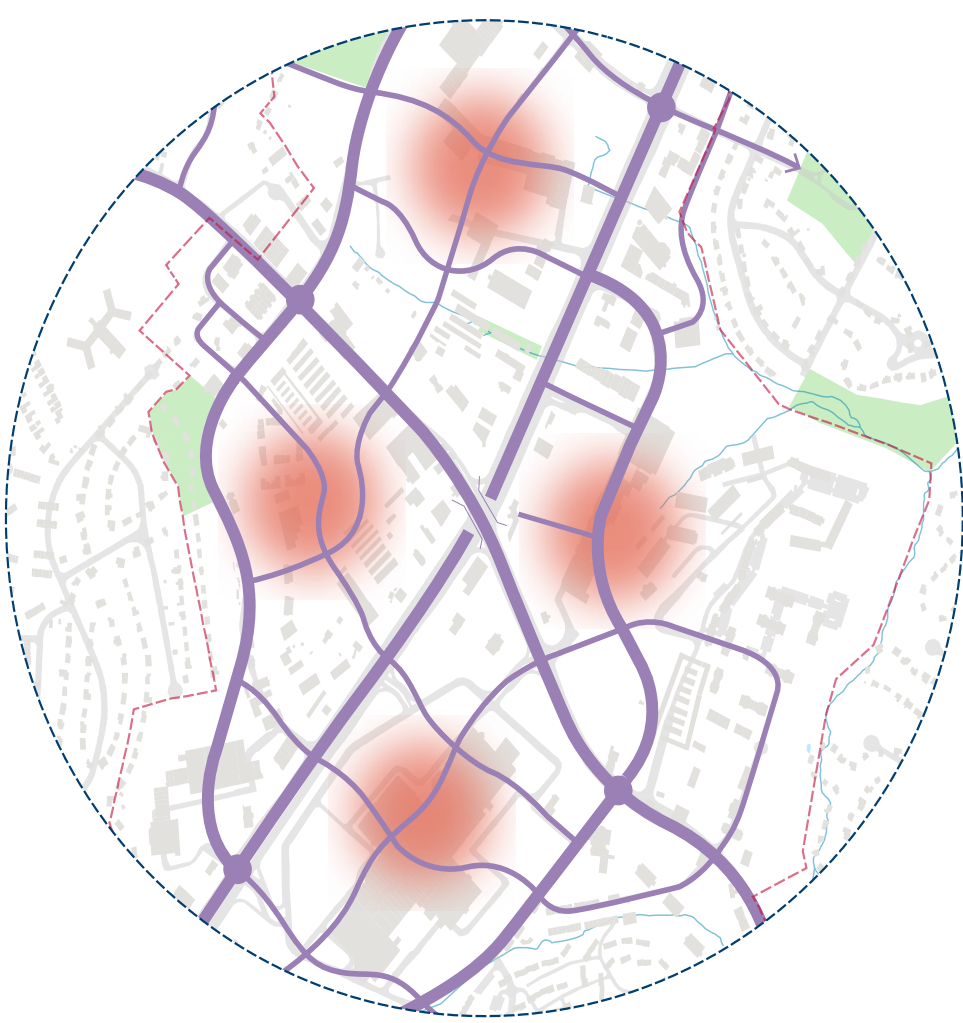
DETAIL INSET

DETAIL INSET

LEGEND

	STUDY AREA		COUNTY-OWNED PROPERTY		DEVELOPMENT CHARACTER		BRT STATION/ PEDESTRIAN CROSSOVER		5 MIN & 10 MIN WALK RADII
	EXISTING STREETS		POTENTIAL STORM WATER MANAGEMENT		MIXED USE CORE		SIGNALIZED INTERSECTION		
	POTENTIAL FUTURE MAJOR CONNECTOR		POTENTIAL NEIGHBORHOOD PARKS		MIXED USE EDGE				
	POTENTIAL FUTURE MINOR CONNECTOR		POTENTIAL FUTURE TRAIL CONNECTIONS						
	PRIMARY GREEN STREETS								

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OVERVIEW:

Squares includes four distinct neighborhoods, each with a center that includes a mix of shops, housing, and offices, plus civic space and green plazas. The most intense development is at the center of each quadrant and cascades to lower intensity on the edges. Pedestrian connections across 29 are important, but less critical than the Central Station scenario. Development is more difficult to serve with bus rapid transit, but strong pedestrian links to 29 and a circulator connect people to a regional bus rapid transit system running along 29.



DETAIL INSET

DETAIL INSET

LEGEND

	STUDY AREA		COUNTY-OWNED PROPERTY		DEVELOPMENT CHARACTER		BRT STATION/ PEDESTRIAN CROSSOVER		5 MIN & 10 MIN WALK RADII
	EXISTING STREETS		POTENTIAL STORM WATER MANAGEMENT		MIXED USE CORE		SIGNALIZED INTERSECTION		
	POTENTIAL FUTURE MAJOR CONNECTOR		POTENTIAL NEIGHBORHOOD PARKS		MIXED USE EDGE				
	POTENTIAL FUTURE MINOR CONNECTOR		POTENTIAL FUTURE TRAIL CONNECTIONS						
	PRIMARY GREEN STREETS								

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