

An adjourned meeting of the Board of Supervisors of Albemarle County, Virginia, was held on August 15, 2017, at 6:00 p.m., Room 241, County Office Building, McIntire Road, Charlottesville, Virginia. This meeting was adjourned from August 9, 2017. The purpose of the meeting was to hold a joint work session with the Planning Commission.

PRESENT: Mr. Norman G. Dill, Ms. Ann Mallek, Ms. Diantha H. McKeel, Ms. Liz A. Palmer, Mr. Rick Randolph, and Mr. Brad Sheffield.

ABSENT: None.

OFFICERS PRESENT: Interim County Executive, Doug Walker, County Attorney, Greg Kamptner, Clerk, Claudette Borgersen, and Senior Deputy Clerk, Travis O. Morris.

PLANNING COMMISSION MEMBERS PRESENT: Mr. Bruce Dotson, Ms. Karen Firehock, Mr. Mac Lafferty, Ms. Pam Riley, Ms. Daphne Spain, Mr. Tim Keller, and Mr. Bill Palmer, UVA Representative.

PLANNING COMMISSION MEMBERS ABSENT: Ms. Jennie More.

STAFF PRESENT: Director of Community Development, Mark Graham, Director of Planning and Community Development, Andrew Gast-Bray, Deputy County Attorney, John Blair, Senior Planner, Rachael Falkenstein, and Clerk to the Planning Commission, Sharon Taylor.

Agenda Item No. 1. Call to Order and Establish Quorum. The meeting was called to order at 6:01 p.m., by the Chair, Ms. McKeel.

Mr. Keller, Chair of the Planning Commission, called the Commission to order at 6:00 p.m.

NonAgenda. Moment of Silence.

Ms. McKeel asked everyone to observe a Moment of Silence for the victims of violence in the community over the weekend.

Agenda Item No. 2. Presentation.

- a. Rio/29 Small Area Plan Phase II Update.
 - Steps to Date (Phase II)
 - Results to date
 - Next Steps and Long Term Considerations (Phase III)

The Executive Summary presented states that this work session is intended to update the Board and Planning Commission on the status of Rio/29 Small Area Plan and provide an initial opportunity for input and guidance on a concept plan. Phase 1 of this Small Area Plan was completed in April with Board endorsement of a plan vision. Phase 2 immediately commenced with the milestone of providing a concept plan to the Board by October 2017. Phase 3 will commence with endorsement of this concept plan, with a milestone of delivering a Comprehensive Plan Amendment and related Zoning Ordinance Amendments to the Board by May 2018.

Attachment A provides an update on the progress of Phase 2 and Attachment B provides materials from the July 27th Charrette where community input was provided. Staff will provide a review of this material at the work session and solicit input from both the Planning Commission and Board. Following this work session, staff will work towards completion of the concept plan, with an anticipated delivery to the Planning Commission and Board in October. The importance of this meeting is to minimize potential delays once the concept plan is presented in October. To maintain the May 2018 milestone for the Comprehensive Plan Amendment, staff will need to start Phase 3 by the end of October.

No additional funding is requested. Phase 2 has received a second project grant of \$65,000 for the {urban} design template and that funding is supplemented by current CIP funding (\$113 Thousand) already designated for this project. This grant allows current CIP funding to be used for transportation and economic development analysis without the need for an additional funding request in FY 17-18.

Staff will request input from the Planning Commission and Board at the work session to guide completion of the Phase 2 concept plan, but no final decisions are being requested. Endorsement of the Phase 2 concept plan will be requested in October.

Mr. Gast-Bray stated they would be discussing the small area planning process, noting that there is a partner project with Hydraulic and Route 29, which Mark Graham will mention.

Mr. Graham stated there will be a neighborhood meeting for Hydraulic and 29 on August 16, 2017 at 6 p.m., at the Holiday Inn on Route 29; and there will be a joint Planning Commission meeting on August 24, 2017 at 6 p.m., at the Thomas Jefferson Planning District Commission on Water Street. He said that staff is hoping to be able to share a draft concept plan from the consultant during the week of September 19, with a final concept plan to follow on September 29, with the two small area plans running

parallel to one another. Mr. Graham mentioned that there will be a public information meeting at Charlottesville High School on August 23, 2017.

Ms. Falkenstein stated that staff is particularly excited about this project because it lies at the intersection of a lot of important goals in the County. She mentioned the redevelopment of the Rio/Route 29 intersection area as the Board's top priority for their strategic plan, and as part of that, staff is expected to present a recommendation by October on how to improve opportunities for by-right development in this area. Ms. Falkenstein stated that the process with Renaissance Planning Group has included hard work and an extensive public engagement component. She introduced Mr. Mike Callahan from the firm.

Mr. Callahan addressed the Board and Commission and said the purpose of the meeting is to illustrate the opportunities from the Rio/29 area and to bring them up to date on progress and outcome with Phase 2 of the small area plan since meeting in January. Mr. Callahan said they will be providing the feedback gleaned from key stakeholders, but the most important outcome will be to get direction from the Board and Commission. He stated that they will spend significant time on design concepts and process developed thus far.

Mr. Callahan stated that the reason for the plan now is due to change in the Rio/29 area, which was mostly farmland in 1956 but has evolved into a built-out retail hub of the County, with the plan helping to answer what the area will be 60 years into the future. He said another important reason to address this now is market trends, with millennials and boomers comprising the largest demographic in the state and nation, and their preference being walkable urban places. Mr. Callahan noted that retail preferences are also changing, with bricks and mortar sales on the decline but online sales booming. He mentioned that there is a million square feet of retail in the half-mile radius around Rio and 29, with 1.7 million square feet in the whole area. Mr. Callahan said this is also important for economic reasons, serving as a major gateway into UVA, Charlottesville, and into the County. He mentioned that the 29 North corridor represents almost half of the County's sales and business tax revenue, and is hugely important to the County's ability to provide high quality services.

Mr. Callahan noted that the Rio/29 area is also a key juncture within the development area and is important to the future success of the development area policy to have redevelopment in these places. He said that currently the area's low density uses are separated, and this plan represents an opportunity for something different. He stated this is an "opportunity plan" because it can increase the possibilities for how property owners can use their properties; supports creation of walkable places desired by residents; and increases the economic potential while supporting responsible growth management and fulfillment of development area policies.

Mr. Callahan reported that there are several building blocks for the Rio/29 small area planning area, with the policy of Places 29 calling for this to be a walkable, mixed use area in the future; the small area plan, both Phase 1 and Phase 2, with a Phase 3 to address implementation; a Comp Plan Amendment; and updating the County code. He presented the key findings of Phase 1, stating that the future vision for this area is transformational, as this is a built-out, fully developed area, with the future function being nodes of development connected by high quality transit, with the form within the nodes being 15-minute walkable communities. Mr. Callahan stated that high quality transit is the key to making this happen, starting perhaps with an express bus, but evolving over time to a higher quality that leads to something like bus rapid transit with dedicated lanes and stations.

Mr. Callahan stated that Phase 1 also provided guiding principles, and Renaissance took everything they heard during the public input process and grouped them into a set of themes to serve as those principles: place-making; having a mix of uses; offering a multi-modal transportation system; having open space, green space, and recreation; protecting the neighborhoods, providing a buffer between them and the intensity of development; offering an intergenerational community; and providing a visitor gateway to the community that reflects arrival to a special place.

Mr. Callahan said that in terms of a design process, Renaissance has been working with the County under an urban area development planning technical assistance grant from the state. He stated that they just started Phase 2 in June and have a four-step process, with the preferred design step currently underway. He said they held a Charrette on May 11, which was utilized to get input from people on what they wanted to see in this area, creating three alternatives as to how this area could develop over time. Mr. Callahan said those alternatives were conversation starters that could be taken in June to a dozen-member work group, then in July to a steering committee consisting of property owners, business owners, and Board and Commission members. He noted that they held a public Charrette on July 27 and had an online survey posted for about a week, with an open house event at First Fridays downtown held on August 4. Mr. Callahan stated that from that input, they have developed a preferred design concept, which had received feedback on August 9.

Mr. Vlad Gavrilovic reported that this is a very important, serious planning process for the County, and the top priority for this meeting is to garner Board and Commission direction and input on the preferred design alternative, with the next step being detailing this out and turning it into a future vision for this area. He stated that this process requires clarity with assumptions, and he reviewed the scenarios for the planning area. Mr. Gavrilovic said that these assumptions include a build out to include all the potential for the area, which is important if the County intends to do some policy framework, codes, and zoning adjustments. He stated that this may be a slow buildout that takes decades, and they may show a phasing in the final plan and a near-term vision as well as the long-term buildout. Mr. Gavrilovic stated that they also want to show internal trip capture so that every trip does not have to go out to Route 29 or Rio, coupled with high quality transit. He said the intensity could vary, with lots of input but no

presupposed density, with the transportation and economic analyses influencing the potential intensity. Mr. Gavrilovic said the preliminary talks with VDOT show traffic signals generally staying where they are now.

Mr. Gavrilovic stated that the design process includes the road connectivity element, the transit station, potential centers of activity, and the presence of green connections. He said they started with connectivity and the big picture of road connections, with Rio and 29 serving as big regional connectors, and a lack of parallel collectors and alternate routes. Mr. Gavrilovic noted that the parallel connectors, such as Berkmar and Hillsdale, did not currently align with the traffic signals, so this planning effort tries to envision reconnecting the area, such as moving Berkmar to the existing traffic signal and connecting over to a potential future extension of Hillsdale Road, which could be pointed to serve the node rather than going off into residential areas. He stated this could go along Albemarle Square and Fashion Square and then connect back into Route 29, creating a loop system to serve the node and provide internal trips. Mr. Gavrilovic stated that the goal is to make this transit, bikable, walk friendly in the ultimate plan, with the understanding that this vision is meant to inspire and would be implemented by property owners and the private sector. He said the plan is currently showing vehicular connections through commercial areas, not proposing any new connections through residential areas. Mr. Gavrilovic noted that the buildout envisions green streets, trail connections, and neighborhood parks, with input indicating that this is a significant part of the planning process.

Mr. Gavrilovic stated that they have started with three broad conceptual frameworks, stations, streets, and squares. He said that stations focus around a bus rapid transit station as a center of activity to create a transit-oriented development within that first quarter mile; streets focus centers of activity around Berkmar and Hillsdale as main streets; and squares involve creating four independent neighborhoods centered around an urban plaza or park. Mr. Gavrilovic stated that they received a lot of good input on those as broad conceptual visions, with a summary of feedback that would be posted online. He said the ideas of bus rapid transit and internal loops were both well supported, as were good pedestrian connections, green spaces, and walkability. Mr. Gavrilovic stated that there was good general support from the public on the squares option; stakeholders leaned more towards a combination of stations and squares; and there was a range of opinions on the desired level of intensity and scale.

Mr. Gavrilovic reported that his team took that input and prepared an initial design concept, which he will present for input from the Board and Commission. He explained that they focused on the area east of Route 29, Albemarle Square and Fashion Square area, and tried to do a combination of stations and squares, implementing bus rapid transit and walkable nodes. Mr. Gavrilovic presented a schematic of how the node would develop, with a dedicated bus rapid transit lane, escalators leading up to a walkway, and a plaza park boulevard that leads into a village square. He stated that there would be a series of mixed use buildings with retail on the bottom and offices, apartments, and housing on the top, all comprising a 15-minute walkable community, responding to both the public desire for this area and the market trends for retail and development in general. Mr. Gavrilovic stated that there would be an urban square with surrounding mixed use in the "downtown" of this area, and on 29 itself there would be ground floor retail and upper level mixed uses, with mixed use, lower scale housing on the edges to help create a series of walkable neighborhoods.

Mr. Gavrilovic presented a schematic of frontage types: mixed use core, which is around the core; auto-oriented mixed retail; mixed use edge; and buffered edge. He stated that this is the kind of buildout frontage plan that could serve as a policy framework and could become a foundation for future form-based code and code changes, with a goal of influencing the view from the road, but also having more flexibility with what happens in the individual parcels themselves. Mr. Gavrilovic presented a summary of the planning approach, with the key features being a big picture connectivity plan, a 15-minute walkable community, bus rapid transit, bike and pedestrian options, community-scale development, and buffers/transition to existing neighborhoods.

Mr. Callahan presented an example of Crocker Park, Ohio, a mixed use community outside of Cleveland, served by two large arterial roads, with abutting, low density, single family residential and an old strip mall. He stated that the mixed use core of this area is about 50 acres, which is similar to the Fashion Square property, and within this development there are amenities that have been mentioned by stakeholders in Albemarle that they would like to see in future development: a walkable main street, wide sidewalks, restaurants, retail, ground floor, office space, and residential on the upper floors. Mr. Callahan mentioned that American Greetings had moved their headquarters to Crocker Park because they liked the way it had developed. He said there was also a city-owned event and green space of about two acres, and noted the location of a facility owned by Westlake, which is where Crocker Park is located. Mr. Callahan stated that around the edge are townhomes and mid-range housing, and he presented images showing the main street and structured parking, which is very visible from the roadways and is key to this type of development. He also noted the location of their central plaza area, which includes some pop-up type shops, a site that hosts the farmer's market, community events, etc. Mr. Callahan pointed out the location of a building facing the square, which contains retail ground floor but a medical facility on the upper floors.

Mr. Callahan emphasized that these types of developments are happening in other communities around the country, with developers building these types of places, and Phase 3 of the Rio/29 small area plan would focus on implementing the vision. He stated that this design concept is consistent with years of County policy and planning, illustrates the development of a walkable, mixed use place supported by transit, and promotes quality community growth in a key development area. Mr. Callahan said this plan is also an opportunity plan, as it enhances the flexibility for property owners and the County, clarifies the preferred form of development for the community, and catalyzes private investment but involves public

support.

Ms. Spain asked what was on the Crocker Park site to begin with. Mr. Callahan responded that there was a strip mall shopping center, but a lot of the land was not developed, which makes it different from the Rio/29 area. He mentioned a development in the Chapel Hill, North Carolina area on Route 54, the East 54 project, which was on an old hotel site and now had been redeveloped into mixed use. He pointed out that the Rio/29 small area node includes a lot of surface parking that is essentially undeveloped space.

Mr. Gast-Bray stated that this has been a great process with significant varied stakeholder input, all with a view toward achieving the commonly held vision for the area, but as you get down to the details it becomes more difficult to achieve consensus because reality gets in the way. He said they have been careful to approach this as an opportunity plan, and much of the land considered for those opportunities would not be acquired by the County, but instead would be engaged through partnerships to achieve these things over time. He emphasized that they were careful not to design a development, but strove instead to design the form and come up with enabling legislation and code that achieves the desired performance. Mr. Gast-Bray stated that they have looked at financing and the economics of the project, as there may not be enough mixed use to go around. He said the last schematic presented by Renaissance provided a "sanity check" in terms of whether the area could be form-based coded to achieve the desired outcome, but there was still a long way to go with those details. Mr. Gast-Bray reported that they have realized they cannot push this all off on the private sector, and the County would be considering recommendations from the finance group in terms of managing the process. He stated there would be feedback from stakeholders in August and September, and property owners have constraints in terms of long-term leases and other obligations.

Mr. Gast-Bray said there was more public engagement planned for September, with the original plan being to look for an endorsement of Phase 2 as enough of a "final design" to then move forward with specific transportation and economic modeling. He emphasized that they needed to be flexible in the public input process, as it may take more time for buy-in, although the design itself could be brought forward in the short term. Mr. Gast-Bray stated that they need to be cautious not to oversell the timeframes if they are in the midst of constructive momentum. He said that by the end of the year, the goals included having the transportation modeling done and returning with an advanced final design, with coding for that to happen in the New Year.

Ms. Mallek asked how someone would get access to the frontage commercial area, as it could not be right off the street. Mr. Gast-Bray responded that this was a concept of distinguishing the transitional phases and accommodating transition from the current retail form to the newer form over time. He stated that the access would be from behind instead of in front, and VDOT and the County are both very cognizant of the fact that there could not be a lot of access from the front of Route 29 and still keep the transportation functioning adequately.

Mr. Gavrilovic stated that the only crossovers currently on Route 29 are at Rio, Woodbrook, and the Stein Mart Shopping Center. He said they are not proposing to change this, and some of this could presumably have right-in and right-out based on VDOT standards for spacing separation, with a parallel system creating a loop around the node, and better access through other means.

Ms. Palmer asked if the finance implementation focus group had minutes that could be referenced. Mr. Gast-Bray responded that they did and he could provide them, but he pointed out that there has only been discussion thus far, not specific recommendations.

Ms. Palmer stated that she is interested in finding out what kind of County investments they are thinking about, such as greenspace and community centers. Mr. Gast-Bray said the group has talked about the fact that the County must show a commitment to the area in some way, such as a parking garage, the bus rapid transit station, or a traffic management system off of Route 29 itself. He stated that there was also the thought that there was some encouragement that could happen to incentivize certain types of development that is consistent with the plan, noting that it is currently a challenge to finance mixed use vertical development. Mr. Gast-Bray said they would also be considering what kinds of state grants are available for this type of development.

Mr. Randolph stated that the time period it may take to get the public to understand the complexity and innovation and change that is implicit in this is extremely ambitious, and adding a year to this process is probably the most realistic, with at least one new Board of Supervisors member in place by then. He said it is one thing to have the public endorse this in a Charrette process, but seeing it on the ground level is a different matter. Mr. Randolph emphasized that in all likelihood people have seen this type of development in other locations, but it would still take a lot more time to absorb the reality of this concept, which he views as the key process. He stated that it is crucial to get the public to embrace this, and taking on ownership of this as a new way of looking at the County. Mr. Randolph also said they would be looking at relocating the County Office Building and possibly the court complex, so that could provide an anchor if the Board proceeds in that way, and those anchors will be necessary for the public to embrace the concept and buildout. He reiterated that the timeframe seems very ambitious, and they need to be realistic and prudent moving forward so they do not spur a reaction from the public that is based on a lack of true understanding.

Ms. Firehock stated that she has visited a number of places like this around the country, and her impression in walking around them has been that she had no idea where she was because of the generic nature of the developments. She emphasized that her concern is that this is a trend in terms of making

“new towns” in the center of urban spaces, then the chain stores come in, and before long there is no character to the area. Ms. Spain said she would like to ensure that they bring character into these developments so they reflect the local character and do not just become Atlanta or Northern Virginia. She also stated that the greenspace and open space can become useless spaces when there is not a festival or farmer’s market, so they need to be multi-dimensional and be utilized when there are not events going on. Ms. Spain stated that she also wants there to be enjoyable greenways to get around, not just a bunch of mini access areas like Stonefield, as it needs to be a destination. She emphasized that there also needs to be a draw to make the small areas destinations, concert destinations, splash parks, etc., and not just shopping. Ms. Spain said she has seen several developments that have offices on the lower floors and people living above them, and people need to live there so they do not become just dead spaces or only auto-oriented destinations.

Mr. Gast-Bray mentioned that one of the focus groups was on connectivity, and they did a fabulous job of making recommendations, and they wanted to make sure that pedestrian amenities connected with the greater greenway network and recreational pieces.

Ms. Firehock stated that she has lived in communities in which she could get on a bicycle and go to the next shop, and she would like to see a bit more imagination put into this plan to reflect the character of the area. She said that the Albemarle area has beautiful mountains and landscape, and she does not want to have the experience of landing in the County and not knowing she is there anymore.

Ms. Palmer asked if these developments looked the same because the community stipulates the same type of architecture, or if they are all built by the same developers. Mr. Gavrilovic stated that you must look at what elements localize a place, such as civic features, parks, libraries, recreation centers, whereas the private development that goes on there may have some of that sameness because they have market conditions they need to reach. He said you cannot control whether you have franchise or local retailers, although you can encourage local retailers, and there are some subtle things that can be done with design, such as designing in a form like the downtown mall, so that smaller shops are attracted.

Ms. Spain said that she endorses everything as expressed by Ms. Firehock, particularly the need for multiple uses for the greenspace to attract kids and their parents, and she asked how the development community was involved with this process, including focus groups with Albemarle Square and Fashion Square. Mr. Gast-Bray responded that developers have been involved and active, as have the property owners and management companies, and they have provided feedback. He stated that management companies have had to be careful because they represent multiple entities, but they have been present and both malls have tried to provide input as much as possible. Mr. Gast-Bray noted that other property owners have also been a part of this process, and there has been a public process with broad inclusion, as well as a steering committee, who are people with different stakes, such as architects, developers, etc. He mentioned that the steering committee is comprised of about 40 people, but they break out into smaller work groups to focus on particular aspects of the planning, such as connectivity and financing.

Ms. Spain stated that developer and private capital investment is crucial, and she hopes the feedback received from them was positive. She noted that the message from those entities had been that the County needs to invest in some infrastructure in the area prior to their investing. Mr. Gast-Bray responded that there was also an emphasis on collaboration, and it is important that they communicate regarding achieving the goals for the plan. He stated that it is hard for a landowner to change property in an economically viable way if there is not enough intensity as a developer. Mr. Gast-Bray emphasized that it is quite demanding for the County to spend a lot on infrastructure when only one amenity is being served, and similarly they have constraints that must be respected so they can afford to execute their changes.

Mr. Dill said he is interested in the work group’s view regarding the viability of the west and east sides of Route 29, as it seems the west side has more potential, greenspace, and buildings that can be replaced.

Mr. Gast-Bray noted that there are a few work group members present who can speak to this, but also said that Renaissance picked a specific corner only to show the concept as it would unfold in any location, and if there was a coalition on the other side, geographically, that was ready to move forward, that would be embraced. He emphasized that the planning team has been trying to show something without going too far.

Mr. Dotson commented that the analysis was really helpful, as they have synthesized a lot of input, and the diagrams are very helpful as conversation starters. He asked if Crocker Park was local developers and landowners or if it required a large regional or national developer to come in and handle a project at that scale. Mr. Dotson noted that the diagram was of a completed project, and asked what the timeframe for that buildout was, and also pointed out that the development was near Cleveland, which has a much larger population base than Charlottesville.

Mr. Callahan stated that he spent time there in April and a lot of his experience has been from being on the ground there, and while he has not written a case study, he did go back and read a few stories in the Cleveland newspaper. He said the buildout was complete in about 2004 and was a five-year timeframe, and acknowledged that the area is much larger than Charlottesville and Albemarle, but this form of development is scalable. Mr. Callahan stated that when they are putting together these kinds of alternatives, they want to use actual examples of places that could illustrate it and thought of Crocker Park as an example of the streets concept. He explained that this is essentially a main street that has been built off the arterial, and the development does not face the arterial. Mr. Callahan stated that you

cannot tell what stores are in there and there is not a huge marquis, but people know about it and are drawn into it.

Mr. Randolph said it is important to be mindful that the downtown mall in Charlottesville is an historic community that has gone through several iterations, and it concerns him that there is a need to have something with special character that is unique in this project, otherwise it will be just more of the same. He stated that the challenge is whether this will stand the test of time as something viable and attractive, and there are plenty of designs out there that are unique and attractive, that hold up over the years throughout iterations. Mr. Randolph said that what is being presented here is very Euclidian in terms of form and if this is going to be successful, it has to be something with a distinctiveness and unique footprint that differentiates it from other locations in places like Staunton and Richmond. He also cautioned from developing in an office park style.

Mr. Gavrilovic responded that the buildings shown are designed to show scale and character, but specific details from amenities like trees, the Free Speech Wall, etc. become evident only at ground level. He mentioned that there are examples of redeveloped malls in Chesterfield County, Norfolk, and Peninsula Center in Newport News. Mr. Gavrilovic stated that in Bellmar, Colorado, there was a redeveloped mall project that began in 2006, during the pit of the depression, and had built out 21 urban blocks within 7 years, now bringing in four times the revenue of the previous mall. He noted that this project was a series of urban blocks in a true neighborhood, which has received extremely positive feedback from both officials and the general public. Mr. Gavrilovic stated that they have managed to create a sense of place, and in the next phase he could bring forth those examples for the Board and Commission to review.

Ms. McKeel stated that it worries her how generic this looks to her.

Ms. Mallek emphasized that this is very early in the process, and she mentioned that when the developer of the J.B. Barnes Lumber 30-acre site in Crozet came forward, he knew it was going to be crucial to get public buy-in. Ms. Mallek said it was difficult for the public to clarify what they wanted, but over time this has worked through the process and has yielded a plan that is very well supported. She emphasized that it takes time to work through the process, and the images presented are things people can react to one way or another. Ms. Mallek stated that with the Barnes site, there was a lot of discussion about not making it too big, and it will be the landowners and coalitions of people who would decide what is brought back.

Ms. Riley stated that there had not been a lot of discussion as to how essential the transit-oriented development is to this concept, but Renaissance had said earlier that stakeholders wanted to see a combination of stations and squares. She asked what kind of population densities are necessary for bus rapid transit and how essential it is to the combined station square concept.

Mr. Gast-Bray responded that this is a parallel discussion because the maximum design for a realistic timeframe would not support light rail, but there was conceivably the density for bus rapid transit, and that would be for the largest scale developments and traffic capacities. He added that it is highly unlikely they would be able to get a BRT up and running within a year, but they are looking at how they can do a better job with headways and getting express and serving the biggest destinations and the right scale of transportation that serves that. Mr. Gast-Bray said it is more likely to be a transitional approach, going from better performing bus to express bus to something like a BRT over time.

Mr. Gavrilovic stated that their philosophy is designing for this because it makes for good community design, and eventually they will get the density to support it.

Mr. Gast-Bray said that just being able to park once is huge, because it eliminates many vehicle trips per day and precludes people from having to get back out onto Route 29.

Mr. Sheffield stated that Mr. Gavrilovic's firm had been involved in Richmond's BRT land use analysis and design for the last five years, and it started with the question of what level businesses and densities were needed to support this kind of effort. He said the BRT service runs from Willow Lawn all the way to downtown Richmond, and the land use dynamics are very different along the way.

Mr. Gavrilovic pointed out that the BRT in Crystal City outside of D.C. was the first such system to be built, with analysis needed to determine the density required for federal funding will be allotted. He stated that the Albemarle project has a pretty good structure, and emphasized that the model is not all built around the form of transit, but instead it is built on a good community plan, with transit supporting it.

Mr. Sheffield said that the FTA in the last few years has designated money for TOD planning grants, with the expectation a system would be built around it, and this is not out of the reach of Albemarle County in terms of some sort of designated transit connection.

Ms. Palmer stated that in the form-based code, she wonders if it could be stipulated that a more heterogeneous design would be put into the concept.

Mr. Gast-Bray explained that form-based code is just a tool, which could go from a huge range all the way down to architecture specifics, so there is a huge range of forms that can be defined in a form-based code. He stated that they back designed the process that gets them there, instead of coming up with a one size fits all model, so there can be nuances based on sector or neighborhood. Mr. Gast-Bray emphasized that form-based code is one of the best ways to define and capture form and can be a great

way to add concrete meaning to definitions for the development community to use when interfacing with the ARB, etc.

Mr. Gavrilovic stated that the best way to talk about good design is to look at concrete examples of new development, and heterogeneity can be put into new design too. He said that a mixed-use plan is as much as the County can do at this level because they do not own the land, and they are simply trying to inspire and encourage, with guidelines and examples of new development being really helpful.

Ms. Spain commented that she was at several Charrettes and work stations and did not see many African-Americans, and it would be valuable to involve them in this process, with outreach done through the Jefferson School, churches, etc. She emphasized that historically, this area is known for Monticello and UVA, but for the next few years would be known for the events of the August 12th weekend. Ms. Spain said that she would like to see them come up with other objects to memorialize besides war monuments. Ms. Mallek responded that there are a lot of disenfranchised people, including the Ragged Mountain proponents.

Mr. Keller said they talked about this being a whole, continuous community with significant workplaces, but what they have been hearing is mixed use that is commercial in nature, and he wonders if there is a possibility for a larger employment operation to be close in to where this is. Mr. Gast-Bray responded that the planning group has talked about tech zones and co-work spaces, with one of the drivers of this being the economic development work being done by the County, with many relocating employees not wanting to come here until this type of development is available to them.

Mr. Callahan stated that American Greetings anchors one end of the Crocker Park development, and there has been a lot of discussion recently about Marriott moving back into Bethesda because companies want to come back to these types of places.

Mr. Keller commented that this is "place dividends," with those agendas needing to be folded into this type of summary discussion.

Ms. Firehock stated that Anchor Steam Brewing is located down the street from her family in San Francisco, and it is located in a four or five-story building that fits into the urban landscape, so those workers bring a vibrancy to the equation. She said she did not think they would create that vibrancy with a lot of small retail, as there is a lot of that already and it comes and it goes. Ms. Firehock emphasized that they need to bring some anchors to these developments.

Mr. Greg Towe of the work group stated that it needs to be understood that this is not an implementation plan, but rather a broad vision to inspire the private community in public-private partnership to transform that part of town, so worrying about specific images now is not really the main focus. He said the key is to get the framework and flexibility in place to encourage and inspire the private sector to respond. Mr. Towe said the vision should be a flexible one, and he stated that as an architect, he gets concerned when design is prescribed, with some places trying to get it so detailed that it stifles creativity. He stated that there are ways to encourage variety and richness and uniqueness is key, but the person that is going to create the uniqueness is going to be the person designing the ultimate buildings and the person designing the infrastructure.

Mr. L.F. Wood stated that the key to getting to where they are now has been the thoroughness of the process and amount of work that has gone into it. He said the interesting point of that is that in one of those sessions, there were three different groups in the same room working, but they all came up with similar concepts for the community, as reflected in this plan. Mr. Wood stated that the connectivity has been discussed, and out of that the circular movement around Route 29 has emerged so there are not constant ingresses and egresses, but there is still connectivity. He emphasized that this is about the best development approach he has seen in his years.

Mr. Sheffield stated that with the hotel that went in just north of Greenbrier, the County struggled to even get the developer to include a pedestrian connection to the activity, but this form-based code approach sets expectations for future investors, which makes the County's job easier as the urban fabric fills in.

Agenda Item No. 3. Resolution Confirming the Declaration of A Local Emergency and Declaring the Local Emergency Ended.

Ms. Mallek **moved** that the Board adopt the proposed Resolution of Intent to end the local emergency declaration. Ms. Palmer **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Ms. Mallek, Ms. McKeel, Ms. Palmer, Mr. Randolph, Mr. Sheffield and Mr. Dill.
NAYS: None.

(The adopted resolution is set out below:)

**RESOLUTION CONFIRMING THE
DECLARATION OF A LOCAL EMERGENCY
AND DECLARING THE LOCAL EMERGENCY ENDED
(Virginia Code § 44-146.21)**

WHEREAS, the County Executive is designated as the Director of Emergency Management for the County of Albemarle; and

WHEREAS, on August 12, 2017, violence and threatened violence during the protests and counter-protests in downtown Charlottesville (collectively, the “Event”) created an emergency that was of sufficient severity and magnitude to warrant coordinated local government action to prevent or alleviate damage, loss, hardship, and suffering; and

WHEREAS, due to the rapid escalation of violence and threatened violence at the Event, Douglas C. Walker, the Interim County Executive, declared a local emergency pursuant to Virginia Code § 44-146.21; and

WHEREAS, the Albemarle County Board of Supervisors could not timely convene to declare the Event to be a local emergency; and

WHEREAS, the City also declared the Event to be a local emergency pursuant to Virginia Code § 44-146.21 at the same time and for the similar reasons.

NOW THEREFORE, BE IT RESOLVED, that the Albemarle County Board of Supervisors confirms the Interim County Executive’s declaration of a local emergency on August 12, 2017; and

BE IT FURTHER RESOLVED that the declared local emergency is ended.

Agenda Item No. 4. Adjournment.

- *Board of Supervisors adjourn to August 16, 2017, 11:00 a.m., TJPDC Water Street Center.*
- *Planning Commission adjourn to regular PC meeting of August 22, 2017, 6:00 p.m., Lane Auditorium.*

At 7:41 p.m., the Planning Commission adjourned its meeting.

At 7:41 p.m., Ms. McKeel adjourned the Board of Supervisors meeting to the Thomas Jefferson Planning District Commission meeting at 1:30 p.m. on Water Street in Charlottesville.

Chairman

Approved by Board
Date: 10/11/2017
Initials: CKB