



# Master Planning Council (MPC)

**MEETING NOTES - April 30th, 2014**

Office of the Architect for the University

## West Main Planning, University-Emmet-Ivy Planning, Ivy Mountain Planning

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### Meeting Agenda

- West Main Street Planning by Elliott Rhodeside, Principal, Rhodeside-Harwell
- University-Emmet-Ivy Planning by David Neuman, University Architect, Office for the Architect for the University
- Ivy Mountain Planning, Senior Academic by Julia Monteith, Senior Land Use Planner, Office for the Architect for the University

### Presentation Summaries

David Neuman began the meeting at 3:30 PM with brief remarks.

#### West Main Street Planning by Elliott Rhodeside, Principal, Rhodeside-Harwell

Mr. Rhodeside presented the planning his firm has been developing for the West Main Street project, City of Charlottesville. West Main Street is a vital urban street, a locally designated historic district, an important connection between the University of Virginia and downtown Charlottesville, and to the surrounding neighborhoods. The outcome of this City-led project will be an updated master plan for the West Main Street corridor from the Downtown Mall to Jefferson Park Avenue, in addition to construction documents for streetscape improvements at key segments along the corridor.

The plan's priorities include:

- Better connectivity to and from the surrounding neighborhoods
- Beautification strategies for West Main Street
- An increased emphasis on pedestrian and bicycle-oriented infrastructure
- Use of best practices with regard to environmental issues such as green infrastructure and street trees
- Improved clarity in the built form and public space standards along West Main Street
- Recommended massing and land use for West Main Street
- Strategies to protect the historic fabric of the corridor
- Improved vehicular traffic circulation
- Consideration of parking alternatives
- An economic impact assessment of the proposed land use and zoning recommendations

The project started with review and analysis and a series of public meetings in late 2013 - early 2014. Currently (Spring 2014) design concepts for the street are being developed. Alongside the design concepts, a code review analysis and fiscal impact analysis is being conducted. These reviews and

recommendations should be complete by summer 2014. Following this a Master Plan will be developed and construction documents for a pilot project will be drafted. The entire project should be complete by the fall of 2014. While the design concepts are focused on West Main Street, the study area extends north to Preston Avenue and south to Cherry Avenue. As such, a detailed survey of this entire area was conducted that looked at the road network, pedestrian and bike facilities and cultural and community resources (including historic buildings and districts).

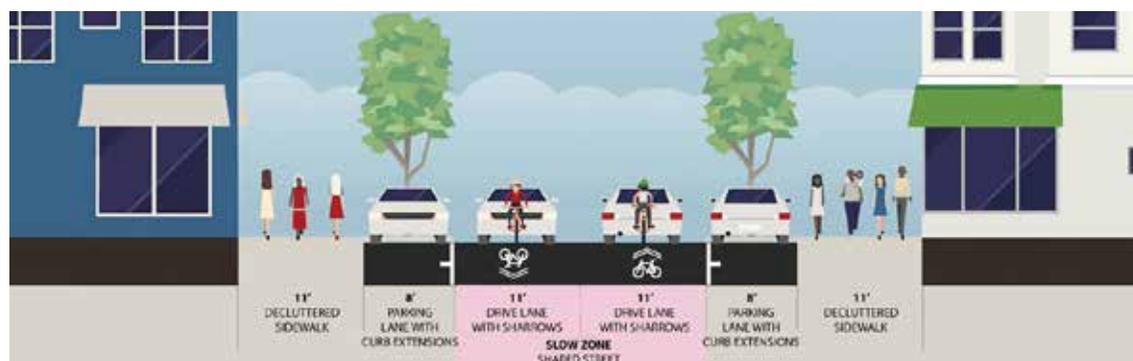
Mr. Rhodeside presented three initial concepts for the West Main streetscape. These alternatives incorporate feedback received in several public meetings/workshops. The three concepts are 1) a Woonerf, or shared street, design 2) An asymmetrical/green street and 3) a boulevard concept with a central cycle way.

The three design concepts have common design principles:

- Create a multi-modal street
- Encourage a mix of land uses
- Establish neighborhood connections
- Link cultural landscapes
- Accommodate parking
- Activate the street
- Foster environmental stewardship
- Retain mountain vistas
- Celebrate the history
- Create an eclectic streetscape

Following a second public meeting, the three design concepts were revised. There is now one Woonerf option, one asymmetrical street option with a two way cycling way, and one shared boulevard option.

The Woonerf option has an 11' sidewalk, 8' on-street parking lanes, and 11' drive lanes with sharrows. Under this concept the street is shared with no priority given to vehicular traffic.



**'Woonerf' Street cross-section**

The Asymmetrical option would have an 9' sidewalk on the south side of the street, 8' on-street parking lane and two 11' vehicular travel lanes. Next to this would be 3' buffer and two 5' bicycle lanes with an 8' sidewalk on the north side of the street. The buffer could be left out to allow for more sidewalk space.



**'Cycle Track' Street cross-section**

The shared boulevard concept contains a 10' sidewalk, an 11' shared bike/vehicle travel lane, an 18' center angled parking aisle, an 11' shared bike/vehicle travel lane and a 10' sidewalk.



**'Multi-use Boulevard' cross-section**

In all the alternatives, the section from 10th street to JPA would stay much the same. East of 10th street are where the changes would be focused.

For further information and updates on the project there is a website: [www.gowestmain.com](http://www.gowestmain.com)

**University-Emmet-Ivy Planning by David Neuman, University Architect, Office for the Architect for the University**

Mr. Neuman gave the Council a brief overview and update of the University-Emmet-Ivy (UEI) planning study that the Office of the Architect is currently engaged in completing at the request of the Board of Visitors. Both Emmet Street and Ivy Road/University Avenue are important entry corridors and their intersection at The Cavalier Inn/Nameless Field is an important threshold into Grounds. Several projects in the vicinity caused some members of the Board to ask that the corridor be studied in a more comprehensive way in order to understand issues related to traffic, bike, bus and pedestrian travel, land use and landscape design.

The process for the study was to first compile previous landscape, planning and transportation studies for the area. In addition, GIS was used to analyze and map the existing conditions and to create a development suitability analysis using various opportunity and constraint mapping layers. This analysis helps in understanding the potential development capacity for the area. The study includes reviewing the Redevelopment Zones that were developed for the 2008 Grounds Plan and proposed changes to these zones to better reflect current development considerations and ownership.

Two consultant teams are providing technical expertise for the UEI study. VHB is studying the transportation planning aspects of the two corridors including at all modes of transportation; vehicular, bus, pedestrian and bike. Michael Vergason Landscape Associates (MVLA), is providing analysis of the landscape and development of design recommendations and guidelines for the area. MVLA recently completed plans for the Battle Building landscape and Clark Park at Jefferson Park Avenue and West Main Street.

On May 2nd, there is the first of two Steering Committee meetings for the study. There will be a presentation to the Board of Visitors in June, and then a final presentation and completion of all components of the study in September.



**The UEI Planning Area**

**Ivy Mountain Planning, Senior Academic by Julia Monteith, Senior Land Use Planner, Office for the Architect for the University**

Ms. Monteith gave an update on the district planning for Ivy Mountain. This district is the site of the Kluge Children’s Rehabilitation Center (KCRC) which is moving in June to the Battle Building. Following the move, the site will be largely vacant and offers a potential redevelopment opportunity for the University. The Ivy Mountain district plan is one of three district plans being completed by the Office of the Architect. The first of these, for Brandon Avenue, is complete. Ivy Mountain and the Ivy Corridor district plans are in process.

The Ivy Mountain site is located on the west side of campus, and is bound to the north and west by Ivy Road and the Route 29 bypass. Historically, it has been used by the University for medical and auxiliary uses. Current tenants include KCRC, UVa Police, and the joint Emergency Operations Center. The entire Ivy Mountain site is in Area A as per the PACC three party agreement. Physically, the site is characterized by its hillside topography and by the streams that run through it.

As part of the planning process for the site, a GIS suitability analysis was done to show which areas of the site offered opportunities for redevelopment and which are constrained, or unsuitable for development. This analysis led to the identification of 4 potential redevelopment areas on the site. These 4 areas were tested using two different development density assumptions to get a sense of how much gross square feet (GSF) the Ivy Mountain site can accommodate. The testing shows that Ivy Mountain could accommodate 200,000 to 400,000 GSF of development. This analysis is coupled with a traffic study. The traffic study concluded that future development of the site would be best served by a single signalized entry point from Ivy Road on Stillfried Lane.

