



Master Planning Council (MPC)

MEETING NOTES - November 17, 2010

Office of the Architect for the University

Summary: Regional Transportation Planning and State Land-Use Plan

MPC Members

David J. Neuman, Chair
Architect for the University

Arthur Garson, Jr
Executive Vice President and Provost

Nancy Rivers
Chief Of Staff for The President, Associate Vice
President for Administration

Ed Howell (Kevin Fox attending)
Vice President and CEO, UVa. Health System

Pat Lampkin
Vice President and Chief Student Affairs
Officer

Craig K. Littlepage
Director of Athletic Programs

Yoke San L. Reynolds
Vice President and Chief Financial Officer

Colette Sheehy
Vice President for Management & Budget

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Dean of the School of Architecture

Dorrie Fontaine
Dean of the School of Nursing

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Wayne Cilimberg
Director of Planning, Albemarle County

Ed Smith
Albemarle County Planning Commission

Genevieve Keller
Chair, Charlottesville Planning Commission

Judy Maretta
Director of Space and Real Estate Management

Julia Monteith, AICP, LEED AP
Sr. Land Use Planner, Office of the Architect

Donald E. Sundgren
Chief Facilities Officer

Jim Tolbert (Brian Haluska attending)
Director of NDS, City of Charlottesville

Rebecca White
Director of Parking & Transportation

Ida Lee Wootten
Director of Community Relations

Student Members

Spencer Boice
Graduate Representative

Danielle MacGregor
Undergraduate Representative

Meeting Agenda

- Regional Transportation Planning by Steve Williams, Thomas Jefferson Planning District Commission
- State Land Use Plan by David Neuman, Office of the Architect

Presentation Summaries

Regional Transportation Planning by Steve Williams, Thomas Jefferson Planning District Commission

Two members of the public attended the meeting. They were Mac Lafferty and Rick Rice, both members of the the MPO Citizen's Committee. The MPO Citizens' (CHART) Committee acts in an advisory capacity in the development of transportation plans. This Committee evaluates plan progress and recommends amendments and updated project descriptions.

Steve Williams, Executive Director of the Thomas Jefferson Planning District Commission presented an overview of the transportation planning process in our region entitled 'Concerns for Regional Transportation Planning'.

Transportation planning in any urban area with a population greater than 50,000 is facilitated by a Metropolitan Planning Organization (MPO). The MPO has three main functions: 1) to coordinate various transportation agencies, 2) to establish long range and short range funding plans for transportation and 3) to implement the 3-C process to meet federal (FHWA) planning requirements. The 3-C process stands for 'Continuing, Comprehensive and Cooperative transportation planning. The Charlottesville-Albemarle MPO includes all of the City of Charlottesville and roughly the urban development area of the County of Albemarle.

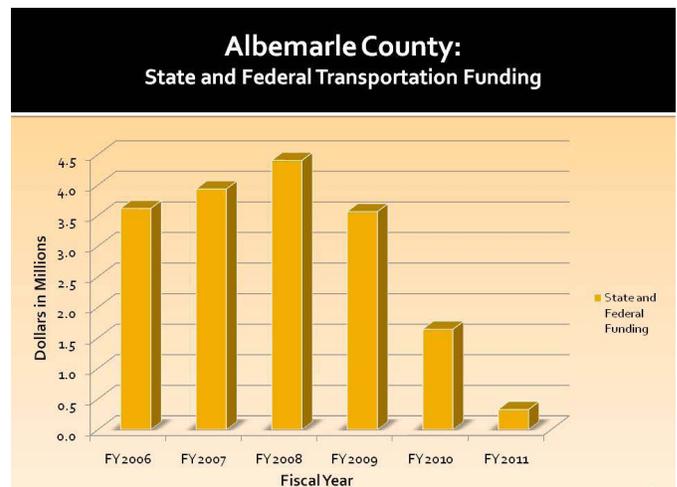
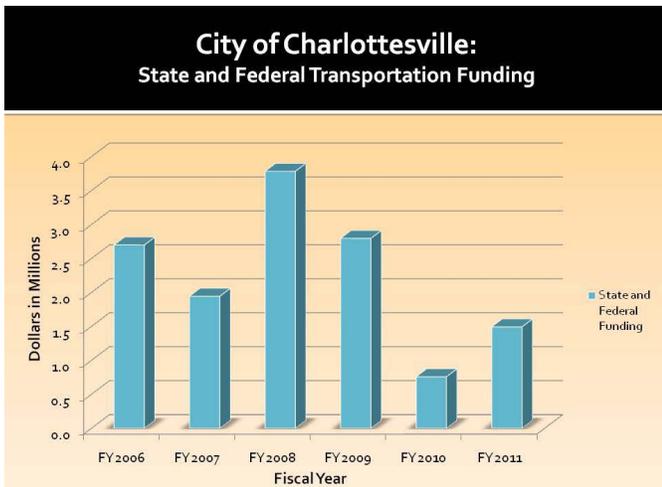
Transportation planning provides the information, tools, and public involvement needed for improving transportation system performance. Transportation planning is a continuous process that requires monitoring of the system's performance and condition. Traditionally, transportation planning and land use planning have been separate, with land use planning and the changes resulting in a prescriptive transportation planning solution. As an alternative model, transportation planning and land use planning should be linked and thought of together. This way, land use patterns can be developed that promote the use of alternative modes of transportation, thus reducing the need for costly and continuous road building. The MPO and Thomas Jefferson Planning District Commission (TJPDC) are actively promoting this strategy to create compact land use patterns and multi-modal transportation choices.

The current transportation network in the area consist of primary roads (I-64, US29 and US250), transit options (CAT, JAUNT, UTS and AMTRAK), limited commuter options (RideShare and Park and Ride lots), the airport, and bicycle and pedestrian facilities. There are several major transporation documents that guide the development of our transporation network, including the Transportation Improvment Program (TIP), which is a short term program-
 ming document for all transportation projects; the Long Range Transportation Plan (LRTP), which is both a vision document for the future transportation system and a fiscally-constrained project list with a 25-year outlook; localities' comprehensive plans, which include sections devoted to transportation planning within the locality; targeted transportation plans, which focus on improving a specific portion of the transportation system, such as the Places 29 plan that was recently developed by the County of Albemarle for 29 north.

Transportation planning can be a very slow process. The process of project conception to project completion is an 8-step process and usually takes from 13 to 20 years. This includes 2 to 3 years for planning, 2 to 3 years to identify funding, 4 to 6 years for environmental review, 2 to 3 years for design, 1 to 2 years for ROW acquisition and 2 to 3 years for construction. Even once the project is built, additional time is needed to figure out proper monitoring and maintenance of the facility.

Even though it is only one part of the transportation project process, funding is critical for a project to advance beyond the planning stages. Currently, transportation in Virginia is in crisis due to a lack of funds. This is due to the states' budget shortfall and lagging fuel tax revenue as a result of people driving more fuel efficient cars and failure of fuel taxes to rise proportionate to population and economic growth. In Virginia, the state fuels tax has been 17.5 cents per gallon since 1987. This is the 11th lowest fuel tax in the US, where the average is 29 cents. Meanwhile, the state maintains more than 125,000 lane miles of roads and adds 475 lane miles each year, making the state's road system the third largest in the US. The purchasing power of the State's fuel tax is half of what it was in 1987 due to inflation. If it was to match inflation, the tax would now have to be 36.2 cents per gallon.

For fiscal year 2010, the Commonwealth of Virginia has obligated \$3.75 billion for transportation. Of this amount, 43.5% is for highway maintenance and operations and 17.7% is for highway system construction. The remaining 38.8% is distributed between admin costs (10.5%), debt service (6.9%), special financing (9.8%), public transportation and rail (9.2%), ports and airports (1.4%) and other costs (1%). Compared to previous years, Charlottesville and Albemarle are seeing drops in their 2010 and 2011 transportation funding from the state and federal government.



The main transportation issues in our region are 1) to improve intersections along Route 29 Corridor, 2) increase capacity and improve interchanges along I-64, 3) improve Route 250 east near Pantops Mountain, 4) expand reach of transit facilities, 5) improve bicycle and pedestrian options throughout the region. The current LRTP identifies 11 projects that are anticipated to receive funding in our area in the next 20 years. In addition, the LRTP identifies 5 projects that are not funded at this time.

State Land Use Plan by David Neuman, Office of the Architect

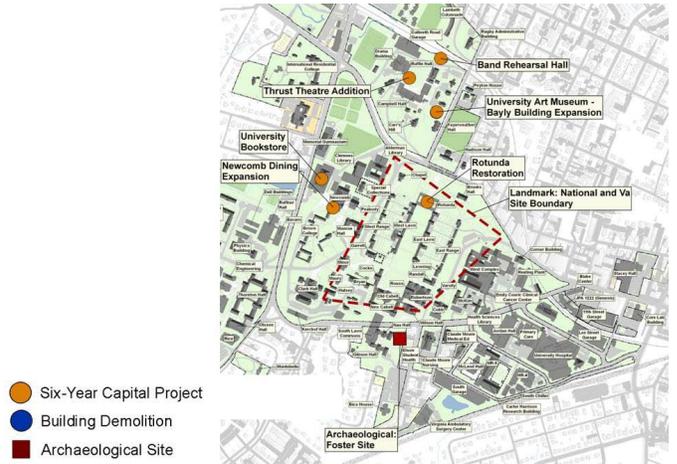
During the summer, the University was asked to submit a "land use plan" to the Virginia Department of General Services. This request was related to an overall review of state property holdings and identifying surplus property. Currently, the University only considers the Milton airfield to be surplus property, which has been in surplus since 1995. Given the parameters of the request, it was determined that a map showing current projects in the 6-year capital plan, planned demolitions, and archaeological information was the proper way to address the request. This

map was presented at the September 2010 MPC meeting, but there was not time to explain the contents of the map in greater depth. Even though projects are on the map, it does not mean that they have been funded, or will be funded. There are many utility projects that are not on the map, but that have been endorsed by the BOV.

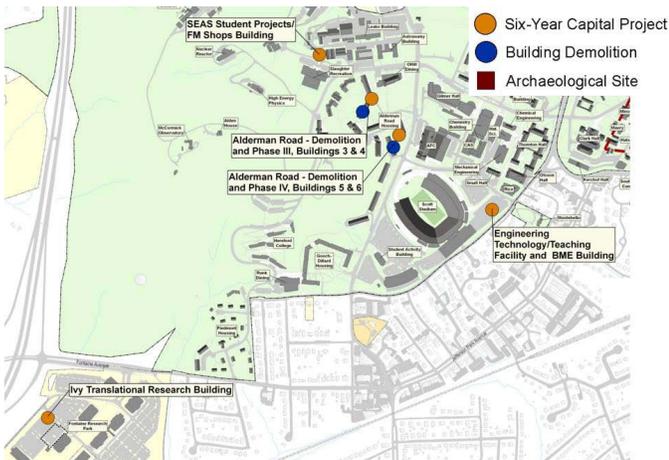
In the North Grounds area, there are six projects shown. One of these, the ITC data center, is under construction and nearing completion. The remaining projects are all in various stages of planning. This includes a \$30 million Miller Center expansion to include a presidential library, office space, conference space and additional parking. Also on the list are three athletics related projects. One is an expansion of the Baseball Stadium which would add additional seating on the left field side of the stadium. The second is an expansion of Klockner Stadium to provide seating on the side of the stadium that is opposite of the stands and to provide improved locker rooms. The third is for a bubble structure to allow for an indoor, climate controlled practice facility. The final project shown for North Grounds is an expansion to the JAG School that would add approximately 50,000 GSF to the facility.



The State Land Use Plan identifies 6 projects and one archaeological site for Central Grounds. The six projects shown are 1) A \$10.5 million expansion to the bookstore, which is currently under construction, 2) an \$18 million renovation and expansion of Newcomb Hall, which is currently in planning, 3) the \$12 million Band Rehearsal Hall currently under construction next to the Culbreth Road parking garage, 4) the Thrust Theatre, which is currently in planning and estimate to cost \$13.5 million. It is designed to be an addition onto the front of the Drama Building. 5) Also in this vicinity is a proposed expansion to the UVa Art Museum in the Bayly Building. The project would renovate 13,500 square feet and add 20,000 square feet to the existing building and would provide expanded space for galleries, collection/exhibit support, education and offices. 6) The final project in Central Grounds is the Restoration of the Rotunda. This project is estimated to cost \$50 million and is currently in the preliminary planning and fundraising stages. In addition to these building projects, the plan also identifies the Foster site, which has been preserved as part of the South Lawn project as an archaeological site. The site identifies and memorializes the house, walkways and cemetery that was found on what was formerly the property of Kitty Foster, an african-american woman who lived in the mid-19th century.



In West Grounds, there are 5 building projects and 2 demolition projects. The demolition projects are related to Phase III and Phase IV of the Alderman Road Housing Replacement project. 5 residence halls will be demolished to accomodate the construction of three new residence halls. Another project is the Student Engineering Projects Building, which is currently being designed as a shared building with Facilities Management and will be located near the facilities management incorporation yard, along Edgemont Road. Two potentially large projects concluded the presentation. The first was the Ivy Translational Building, which would be a translational medicine research building most likely located in the Fontaine Research Park. Second was a new science building to be located in the Whitehead Road area. This is identified as an Arts and Sciences building, but it may be developed as a joint facility between the College and the School of Engineering and Applied Sciences.



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