CURRENT SPACE NEEDS STUDIES

In collaboration with the Office of the Provost, consultations with deans, faculty, and staff from each School to assess their:

- Academic plan
- Research initiatives
- Space conditions
- Hiring plan
- Enrollment

Assessment of quantity and quality of space available

Internal & external benchmarking using historical data and data from peer institutions

Best practices research
Athletics Master Plan
SITE
Site Acreage = 82.35 acres
Parking spaces = 2327
Surface parking spaces = 1595
INTERIM CONDITIONS VIEW

- Total Parking Spaces = 2,327
- Impervious Cover Acreage = 31.52 acres
- Practice Fields = 3
Compared with Interim Conditions:
• Proposed Building Area = 260,000 GSF
• Increased Parking Spaces = 226
• Impervious Cover Reduction = 4.1 acres
• Practice Fields = 5 (+2)
PROPOSED NEAR TERM VIEW - Strengthen Connections and Identity
PROPOSED NEAR TERM VIEW - Football & Sports Facilities
PROPOSED LONG TERM VIEW

Compared with Proposed Near Term:
- Proposed Building Area ≈ 450,000 GSF
- Increased Parking Spaces = 611
- Impervious Cover Reduction = 3.4 acres
- Practice Fields = 6 (+1)
EXISTING VIEW AT GOODWIN BRIDGE
PROPOSED VIEW OF PLAZA AT GOODWIN BRIDGE
EXISTING VIEW OF PATH ALONG PARKING
PROPOSED VIEW OF SPORTS PROMENADE
EXISTING VIEW ALONG MASSIE ROAD
PROPOSED VIEW ALONG MASSIE ROAD
PROPOSED NORTH GROUNDS LONG TERM VIEW
Strengthen connections with “pulse node” development
Introduction to Fontaine Research Park

• Acquired by the UVAF in 1994
• Final piece of property sold to UVA in 2018
• First building constructed in 1995 (500 Ray C. Hunt)
• Most recent building constructed in 2008 (Snyder Translational Research Building)
• Existing Development: 580K GSF
• Near Term Potential Development: 1.1M GSF
• Long Term Capacity: 1.4M GSF
• Current and Future Uses: clinics, research, offices, amenities
Location

Old Ivy Road Site
Ivy Mountain Site
The Grounds
Medical Center
Fontaine

1.5 miles
1.5 miles
1.5 miles

UVAF Owned
Fontaine Master Plan Study

Goal: Test critical components proposed in the Health System and UVA Engineering Integrated Space Plans

Programmatic Drivers

• Enhance access to care and improve patient experience around evolving population health principles

• Develop a vision for infrastructure and facilities needed to create a patient-friendly, translational research, and innovative community

Physical Drivers

• Develop connectivity to Grounds and within Fontaine Research Park

• Develop options to begin replacing outdated clinical and research infrastructure on Grounds (West Complex) and at Fontaine

Images of West Complex
Why Fontaine?

- Proximity to Grounds
- Easily accessible
- Surface parking
- Opportunity for clearer wayfinding
- Connection to outdoors and amenities
- Significant existing investment in core facilities
- Projects can be phased
- Flexibility of footprint; greater efficiency for new buildings
- Opportunity for transdisciplinary initiatives
Near-Term Plan

A. Transit, parking, and amenity development

B. Central spine with distinct neighborhoods

C. Research/academic building
   - Roughly 200,000 - 250,000 GSF need identified
   - Opportunity for theme-based, transdisciplinary research/academics
   - Priority to decant West Complex

D. Clinical building
   - Service lines with strong clinical research connections
   - Opportunity to phase 200,000 - 250,000 GSF of ambulatory care
   - Priority to decant West Complex
Enabling Projects
Enabling Projects

1) Development of a garage on Fontaine Avenue as an initial enabling project for the near term development of Fontaine (1,260 spaces)
Project Sequence

1) Development of a garage on Fontaine Avenue as an initial enabling project for the near term development of Fontaine (1,260 spaces)

2) Demolition of 545 Ray C. Hunt [MOB 2] once Orthopedics moves to Ivy Mountain. This will enable the intersection adjustment, create an open space amenity for the clinical neighborhood, and ease of wayfinding for patients.
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3) Transformation of underutilized green into a main street to enhance wayfinding, pedestrian and vehicular circulation, and access to amenities.
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3) Transformation of underutilized green into a main street to enhance wayfinding, pedestrian and vehicular circulation, and amenities.

4) Develop up to 500,000 GSF for research/academic, clinical, and amenity space. These two buildings, each approximately 250,000 GSF, would be centered around neighborhood green spaces.
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Proximity & Connectivity
Transportation Route Improvements

- Health System Shuttle Route
  - Shuttles will run every 15 minutes (instead of 30 minutes)

- UTS Route to West Grounds
  - New extension will connect to existing University Loop
  - Buses run every 10 minutes
  - Fontaine to Health System in 10 minutes
  - Fontaine to Science & Engineering in 7-8 minutes

- Extension of Current UTS Route to West Grounds
  - 10 minute walk from SEAS
  - 10 minute walk from Hospital
  - 10 minute walk from Fontaine
  - 10 minute walk from Piedmont Housing
View upon entering Fontaine
View of Near Term Plan
Full Build Out

- Total capacity: 1.4M GSF
- Distinct neighborhoods
- Clarified circulation
- Clear drop-off
- Sequence of green streets and open spaces
- Opportunities for future connections across Fontaine Avenue and back to the Medical Center
View of Future Fontaine Long-Term Build-Out
Ivy Corridor Landscape Framework Plan Update
Ivy Corridor – Landscape Framework Plan (BOV approved September 2016)
Ivy Corridor – Phase 1 Landscape and Infrastructure improvements in progress
A WIDE VARIETY OF USES CAN BE ACCOMMODATED ON THE IVY CORRIDOR SITE – ACADEMIC & MIXED USE

ACADEMIC USES

Inter-disciplinary Academic
Flexible Classrooms, Collaboration, research spaces, Offices, Data Center, IT
Media lab, Creative/Maker spaces

Student Life
Student convening, flexible performing spaces
Student housing

Specialty uses
Performance Hall
Art Museums
Conference facility
Visitor Center

SITE CONSIDERATIONS

Programmatic adjacencies and proximity to schools
Aligning parcel & program needs
Proximity to pedestrian and public transit Access
Active ground floor
Service and vehicular access
Pedestrian and public transit access
Larger parcel size to be able to accommodate larger footprints
Significant service, loading and vehicular access requirements
Proximity to parking
Visibility

SITE CONSIDERATIONS

Number of beds, conference space, supporting amenities
Frontage & visibility, adjacencies to restaurants, conference rooms and supporting amenities
Proximity to parking, Significant drop-off and service access requirements

Hospitality
Hotel Rooms
Conference Rooms
Café and Restaurants

Community Amenities
Grab and go food/Café, Restaurants
Fitness
Banks, Convenience store

Specialty uses
Apartments for rent/sale

SITE CONSIDERATIONS

Frontage and proximity to high pedestrian traffic
Visibility & location

Potential connection to hotel concierge (for sale res.)
Sensitive to adjacent uses
New crosswalks with audible pedestrian signals and ADA Compliant Sidewalks

Add landscaping to median

CAT and UTS bus stops will be consolidated and moved to optimal places along the street. They will be equipped with shelters and signage

10’ wide shared use path. And on-street bike lanes on both sides of Emmet St.

Potential shared-use pathway through railroad trestle

Intersection Curb realignments to reduce speeds. Improvements to crosswalks for safety

HB2 FUNDING OPPORTUNITY

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Proposed view looking northwest from Monroe Lane