



Master Planning Council (MPC)

MEETING NOTES - December 8, 2006

Office of the Architect for the University

Summary: Grounds Plan Programming

MPC Members

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Cheri Lewis
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Tim Rose
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Jim Tolbert
Director of NDS, City of Charlottesville

Rebecca White
Director of Parking & Transportation

Ida Lee Wooten
Director of Community Relations

Student Members

Elliott DeJarnette
Student, School of Law

L. Bernard Harkless, Jr.
Undergraduate Representative

Meeting Agenda

- Report on Grounds Plan Programming – Presented by Ira Fink, Ira Fink and Associates, and Julia Monteith, Senior Land Use Planner
- Overview of Transportation Demand Management Plan, Julia Monteith

Report on Grounds Plan Programming effort

Ira Fink and Julia Monteith

Background

The Grounds Plan Programming effort was developed to produce three potential growth scenarios for the next 10 and 20 years at UVA. The scenarios allow us to understand and analyze the affect of future growth and aid in the decision making process as they relate to the Grounds Plan. The team members included participants from Office of the University Architect, The Provost's Office, Institutional Assessment, Space and Real Estate Management and was led by Ira Fink and Associates, Inc. The Grounds Plan Programming effort is similar to programming a building, but it must account for more than just interior space. The matrix also includes information on housing, open space, parking, the academy, and more.

Model

The scenarios were developed by collecting baseline UVA data from 1995 and 2005 and developing three models to project future growth (2010, 2025) reflecting alternate futures. The models are faculty-driven and based on headcount. Assignable square feet (asf) is the standard measure of program among colleges and universities and is used throughout the model to represent growth in programs. Programming models such as these represent a recent approach, due mainly to the fact that much of the information contained within the model was not kept in an electronic, standardized format ten years ago.

Scenarios

Scenario 1 - Steady-State is based on current growth projections. Scenario 2 - Change of Course predicts an increase in student growth with the growth rate applied evenly to undergraduates and graduate students. Scenario 3 - Research Centric increases the growth rate of graduate students so that they make up a larger percentage of the future University student population. The undergraduate to graduate ratio is important because each group carries with it a different faculty to student ratio.

Implications for Planning

The programming information provides the demand side of the supply and

demand equation utilized in planning. Knowing what the future space requirements will be for University, we can make decisions on the required amount of supply, in the form of building sites identified in Planning Workshops and through the Grounds Planning process.

In each of the three scenarios it turns out that 90% of the space is already built, but the type of space does effect land use. Housing is a large land user; for instance at the all-resident Harvard, 50% of the land is used for housing.

Questions

Ashley Cooper: Growth seems to be the assumption?

Gene Block: Growth is anticipated because of agreements and obligations to the State as well as market pressure. If there is a need to improve research, growth tends to take place at the faculty and graduate student level. Much of the growth in the undergraduate population is driven by State politics.

Ashley Cooper: And from a City's perspective, additional housing, on and off campus, will be required to satisfy demand.

Ira Fink: Some will always choose to live in the community to allow for greater freedom. This can be a benefit to the city in terms of taxation since students have very little demand for services (i.e. schools). 12-15% is the typical housing ratio seen at universities, so the 25%-33% ratio at UVa. is significant.

Overview of Transportation Demand Management

Julia Monteith

Transportation Demand Management (TDM) planning looks for alternatives to single occupancy vehicle use. This is sanguine to discussions about programming as TDM strategies can be utilized to limit growth in parking demands despite a growth in overall population. The University has selected as its TDM consultant Vanasse Hangen Brustlin, Inc (VHB). VHB is based in Boston with an office in Richmond. TDM differs from typical transportation planning by incorporating "out of the box" thinking and solutions. In addition to more traditional solutions such as physical improvements to road networks, TDM solutions may include changes to HR procedures, additional commute options, marketing efforts, incentives, among other options.

VHB is also familiar with the importance of context sensitive design. In the case of TDM, context sensitive design relates to safe and effective bus stops that can encourage people to use a buses as a viable transportation option.

Bicycle planning is another important piece of the TDM effort. An updated UVa Bicycle Master Plan is nearing completion and VHB will review the plan and bicycle route map. VHB will also look at bicycle amenities, such as storage facilities and signage to identify areas for improvement.

Of course, the TDM team will also look at strategies for addressing traffic, parking, and event management. UVa has a fast, reliable bus system which can be used to leverage many TDM strategies. As parking lots may be placed on the perimeter areas of the Grounds, the frequent bus service can help minimize the impact to permit holders by providing efficient access to the Central Grounds.

The University is already considering implementing several TDM strategies, including fare-free CTS rides for the University community, car-sharing and short term rental cars available around Grounds with minute-by-minute billing.