Master Planning Council (MPC)

MEETING NOTES - February 29th, 2012

Office of the Architect for the University

Summary: Local Climate Action Planning Process(LCAPP), Three Party Agreement: Area ABC Update, UVa Bikeshare Update

MPC Members
David J. Neuman, Chair
Architect for the University

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

Kim Tanzer
Dean of the School of Architecture

Dorrie Fontaine
Dean of the School of Nursing

Ex-officio
Wayne Cilimberg
Director of Planning, Albemarle County

Ed Smith
Albemarle County Planning Commission

Genevieve Keller
Vice Chair, Charlottesville Planning Commission

Judy Maretta
Director of Space and Real Estate Management

Julia Monteith,
Senior Land Use Planner, Office of the Architect

Donald E. Sundgren
Chief Facilities Officer

Jim Tolbert (Ebony Walden attending)
Director of NDS, City of Charlottesville

Rebecca White
Director of Parking & Transportation

Ida Lee Wootten
Director of Community Relations

Student Members
TBD
Graduate Representative

TBD
Undergraduate Representative

Meeting Agenda

• Conclusions of the Local Climate Action Planning Process (LCAPP) by Krystal Riddervold, Environmental Administrator, City of Charlottesville and Andrew Greene, Sustainability Planner, University of Virginia
• Update on the Area ABC map and related process by David Neuman, Architect for the University
• Update on the UVa Bikeshare Grant Application by Julia Monteith, Senior Land Use Planner, University of Virginia
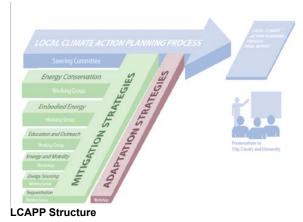
Presentation Summaries

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

Conclusions of the Local Climate Action Planning Process by Krystal Riddervold, Environmental Administrator, City of Charlottesville and Andrew Greene, Sustainability Planner, University of Virginia
Krystal Riddervold and Andrew Greene have been part of an 18-month planning process to develop a local climate action plan for the community. The process stems from the US Mayors Climate Protection Agreement signed by the City in 2006 and the Cool Counties Commitment, which the County entered into in 2007. In addition, a baseline carbon emissions inventory was done in 2000. This data and these commitments have been important to the LCAPP process because it helps to focus on efforts that will have the most impact.

The framework for LCAPP was first presented to PACC Tech in 2009. The structure of LCAPP is a steering committee that is informed by several working groups. The working groups include over 50 members and were structured to leverage local expertise to create a viable final product. The steering committee is made up of local elected officials, local business leaders, area non-profits and local planning staff. The public was involved in the process through a community workshop and presentations to the Board of Supervisors, City Council and PACC.

The steering committee worked to create voluntary and innovative climate change solutions. There was a recognition that the local community offered some good examples of sustainable innovation like alternative vehicles, solar and geothermal heating and green roofs. The concensus was that solutions have to make

LCAPP Structure

Reduce Energy Use and Demand in Existing Buildings

- Increase awareness and adoption of low and no cost measures to reduce energy use in buildings (target both property owners and tenants)
- Encourage and assist property owners to benchmark their buildings' energy use and/or to get a building energy label/score
- Implement a City- and/or County-owned water and gas utility on-bill repayment option for financing energy efficiency improvements in buildings

Increase Energy Efficiency Performance of New Buildings

- Review existing green building policies for commitment to LEED certification for new municipal/academic construction
- Incorporate 'green roofs' and 'cool roofs' into existing and new municipal/academic construction and promote their use in private projects
- Continually examine and adjust barriers to green building practices (e.g., zoning and other codes and ordinances)

Incentivize and Enable Building to Green Standards and Practices for New Construction, Remodeling and Retrofits

- Develop and implement incentives for builders and developers to pursue ENERGY STAR/LEED/EarthCraft certifications and for existing property owners to pursue similar certifications related to improved energy efficiency
- Support green building training and education for developers, builders, code officials and property owners
- Create a community goal for a voluntary energy efficiency standard; incentivize higher local standards for energy code

Framwork Action Strategy Example

both economic and environmental sense. There was also a desire to allow the City, County and University to be able to proceed in different ways if they desire. The steering committee also stressed that there were no barriers to moving forward with LCAPP solutions.

The LCAPP process identified six main co-benefits of climate action: Environmental, Financial, Economic, Infrastructure, Health and Leadership. There are local success stories in many of these categories including alternative vehicle strategies, solar power and hot water systems and geothermal heating and cooling systems, green roofs and transit improvements. Many of these strategies were presented to the public in February of 2011 and anonymous input was used to rate them.

There have been several products and outcomes of the LCAPP process. The first is the LCAPP report (accessible at www.charlottesville.org/agreencity) which documents LCAPP and sets forth the 'Five Part Framework for our Community Energy Profile' The profile develops implementable framework action strategies for smarter energy use in the areas of Energy & the Built Environment, Energy & Mobility, Energy Sourcing, Energy & Materials, and Energy & the Landscape. In summary, the report recommends that the area 1) continue to demonstrate leadership in energy and carbon reductions at the local level; 2) build on existing synergies by continued collaboration of City, County, University of Virginia and community partners; 3) integrate the role of energy and carbon emissions in projects and planning; 4) equip the community at all levels to make informed decisions about the impacts of carbon emissions and energy; and 5) identify and promote actions that enable the community to reap the health, economic, and environmental benefits that accompany sound energy-based decisions.

Next steps for LCAPP will involve 1) acting on existing commitments to further address carbon and energy considerations in planning and operations, including:

- Comprehensive Plans (City and County) and other planning efforts
- Action Plan for each entity establishing near-term goals
- Regular updates on progress toward reducing emissions

and 2) Build on stakeholder involvement developed through the LCAPP to expand information exchange via:

- Celebration of local successes in private sector
- Community Toolkit
- Annual meeting of management and project leaders
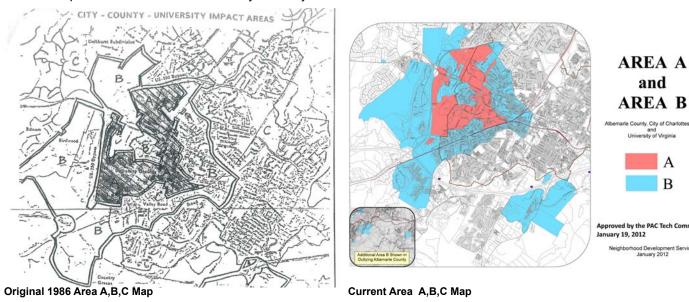- Community engagement

The LCAPP has progressed concurrently with other local initiatives, including the Local Energy Alliance Program (LEAP) and the Charlottesville Area Better Business Challenge.

Update on the Area ABC map revisions and related process by David Neuman, Architect for the University
The Area A,B,C concept is related to the 3-party agreement between the City, County and University developed 26 years ago. The 3-party agreement is broad in language to allow for flexibility in how the City, County and University work together. The agreement sets parameters for how projects that are sensitive to two or more entities are developed. Area A consists of all properties now owned by UVa and its related foundations that are used for educational purposes. University projects developed in this area do not require City or County approval or review. Area B consists of land which lies at the boundaries of the University in either the City or the County, or has otherwise been designated as part of Area B, and on which the
activities of any, or all three, of the parties might have a significant effect. Development in these areas continues to be guided by the current City and County Comprehensive Plans and the current University of Virginia Grounds Plan. Area C is all other area that is not in Area A or B. If a project is developed for the University by the UVa Foundation,
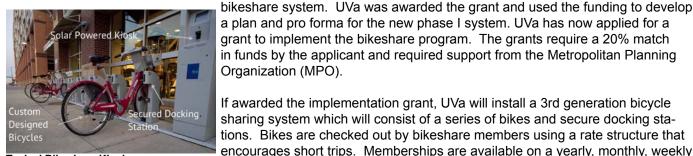
the project must go through the normal regulatory steps, regardless of where the project occurs.

The original 1986 Area A,B and C map was a hand drawn map that was hard to interpret and needed to be updated to better reflect current UVa landholdings. The hand drawn map was recreated in GIS and an updated map was prepared and approved by PACC in February 2012. In addition to the map, the area A,B,C definitions were emphasized and refined. In the past Area B were subject to individual plans, but now their planning can be accommodated in the Comprehensive Plans of the County and City.

Original 1986 Area A,B,C Map

Current Area A,B,C Map

Update on the UVa Bikeshare Grant Application by Juila Monteith, Senior Land Use Planner, University of Virginia

Julia Monteith gave an update on implementing a bicycle sharing system on Grounds. Bicycle share at UVa is related to Transportation Demand Management and acts as an additional mobility option. Bicycle Share at UVa started in 2008 with a class project by a School of Commerce undergraduate entrepreneurial class. The class studied the possibility of implementing a system at UVa, but found that it would not be self-supporting. The Office of the Architect and Parking & Transportation engaged the idea of offering more mobility options in the McCormick Road corridor and applied for a VDOT transportation enhancement grant in 2009 for studying the feasibility of implementing a
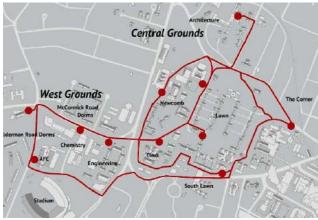

Typical Bikeshare Kiosk

bikeshare system. UVa was awarded the grant and used the funding to develop a plan and pro forma for the new phase I system. UVa has now applied for a grant to implement the bikeshare program. The grants require a 20% match in funds by the applicant and required support from the Metropolitan Planning Organization (MPO).

If awarded the implementation grant, UVa will install a 3rd generation bicycle sharing system which will consist of a series of bikes and secure docking stations. Bikes are checked out by bikeshare members using a rate structure that encourages short trips. Memberships are available on a yearly, monthly, weekly and daily basis. The docking stations are solar powered and can be easily moved, if necessary.

Proposed Bikeshare Locations

Bikeshare programs have been started in many cities around the world at a variety of scales. Some of the largest and well known systems are in London (6,000 bikes), Paris (20,000 bikes), Montreal (5,000 bikes) and Washington D.C. (1,100 bikes). The system proposed for the University consists of 100 bikes and 11 docking stations, located mostly along and near McCormick Road. Docking stations in high traffic areas, like O-hill Dining Hall and Clarke Hall will have more bikes than other sites. The implementation grant request is for $550,000 and the total cost is $660,000. Intent to award the money will be released in Spring 2012. If successful the use of the funds will be authorized in Fall 2012 and the system should be installed in Spring of 2013.