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Master Planning Council (MPC)

MEETING NOTES - October 2, 2013

Office of the Architect for the University

Regional Long Range Transportation Planning, UVa Green Guide for Sustainability and UVa District Planning

Meeting Agenda

- Regional Long Range Transportation Planning by Sarah Rhodes, MPO Program Manager, Thomas Jefferson Planning District Commission
- UVa Green Guide for Sustainability by Julia Monteith, Senior Land Use Planner, Office of the Architect
- UVa District Planning by David Neuman, Architect for the University

Presentation Summaries

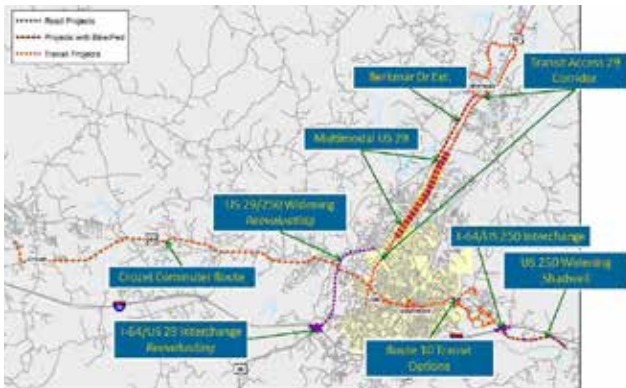
David Neuman began the meeting at 3:30 PM with brief remarks.

Regional Long Range Transportation Planning by Sarah Rhodes, MPO Program Manager, Thomas Jefferson Planning District Commission

Sarah Rhodes gave the Council an overview of the regional transportation planning process as well as an update on the current Long Term Regional Transportation Plan (LRTP) that is under development and will guide the region through the year 2040. The region's LRTP is updated every five years and covers the planning for major road and transit projects within the Charlottesville-Albemarle Metropolitan Planning Organization's (MPO) boundary. The MPO consists of the entire city and developed areas of Albemarle County.

The LRTP is a federally mandated plan that is necessary for a local road or transit project to receive federal funding. For this updated to the LRTP, the MPO has implemented a process that is more grounded in technical analysis of potential projects. Technical tools being used for this LRTP update include an improved Transportation Demand Model used to assess future congestion levels, geographic information system mapping and a robust regional ecological framework model to analyze project impacts and Motor Vehicle Emissions Simulator (MOVES) software. The LRTP process is a ten step process that consists of the following: 1) Develop Goals 2) Establish Performance Measures 3) Identify Transportation Deficiencies 4) Project Scenarios 5) Analyze Scenarios 6) Develop a Preferred Scenario 7) Integrate Non-Capacity Projects into the process 8) Develop a draft project list 9) Apply fiscal restraints to the project list and 10) Adopt a final project list.

The LRTP update began a year ago with a series of workshops to develop goals. This led to the creation of a set of performance measures and data collection to support these measures. Performance measures are related to a project's impact (both positive and negative) on Mobility, Environment, Community and Economy. Next, deficiencies in the current transportation system were identified and several groups of projects were developed. These groups of projects were analyzed against the performance measures and goals. The process is iterative, so several scenarios were developed,



Draft Preferred LRTP Scenario

analyzed and refined to establish a draft preferred scenario. This preferred list of projects was combined with a list of non-capacity projects (typically bike/ped and road safety related projects) to establish the draft project list.

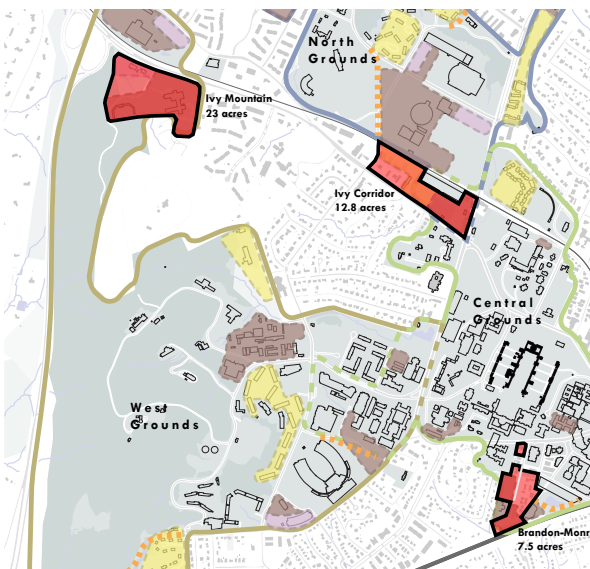
Nine projects comprise the preferred projects list: 1) Widening the US 29/250 Bypass from 4-lanes to 6-lanes. 2) Rebuilding the I-64/US 29 Interchange. 3) Constructing Berkmar Drive Extended. 4) Making US 29 North a multi-modal corridor with dedicated transit lanes to allow for 5) Bus Rapid Transit (BRT) along the corridor from the UVa Research Park to Downtown Charlottesville. 6) Upgrading the interchange at I-64 and US-250 east. 7) Widening US 250 from this interchange east to Shadwell. 8) Creating a transit-only link across Free Bridge

for CAT Route 10. 9) Developing a Crozet Transit Service. Cost estimates have been developed for all of these projects except the widening of the bypass and the I-64/29 Interchange. Excluding those two projects the total cost estimate is \$368.1 million.

The next steps in the LRTP process is to apply the performance measure analysis to the draft preferred scenario and then present the scenario to the public at a meeting on October 23rd, 2013. Following this and incorporating public feedback, MPO staff will continue to work with local transportation committees to finalize the project list and apply fiscal constraint to the list. The fiscal constraint process will include additional public meetings and comments and prioritization of projects. This will yield a final project list. This final list will then be presented to the public. The LRTP is anticipated to be completed in the spring of 2014. A website with more information is available at www.tjpd.org/lrtp.

UVa Green Guide for Sustainability by Julia Monteith, Senior Land Use Planner, Office of the Architect

Julia Monteith presented a web-based tool developed by the Office of the Architect that highlights sustainable practices across Grounds to the Council. Named 'Green Guide', the tool offers a sustainability tour of Grounds using maps, images, written summaries and web links. It is designed to show the user what the University is doing to promote sustainability across ten general categories: Campus, Built Environment, Education and Research, Student Life, Community Engagement, Transportation, Energy, Water and Stormwater, Food and Recycling. Many of the projects included in the Green Guide were identified in the 2006 and 2011 Sustainability Assessments and UVa's submission to the The Sustainability Tracking, Assessment & Rating System™ (STARS) program developed by the Association for the Advancement of Sustainability in Higher Education (AASHE). There are currently approximately 100 sustainable practices catalogued in the Green Guide that cover the entire Grounds as well as nearby UVa Foundation properties. The Green Guide will be an ongoing project and will continue to expand to highlight sustainability on Grounds. The Green Guide is configured to operate on desktop, tablet and mobile devices and is available at <http://www.virginia.edu/architectoffice/greenguide/index.html>. The Green Guide will also be accessible from the UVa Sustainability website and is planned to go live to the public on Sustainability Day, October 23rd.



UVa District Planning by David Neuman, Architect for the University

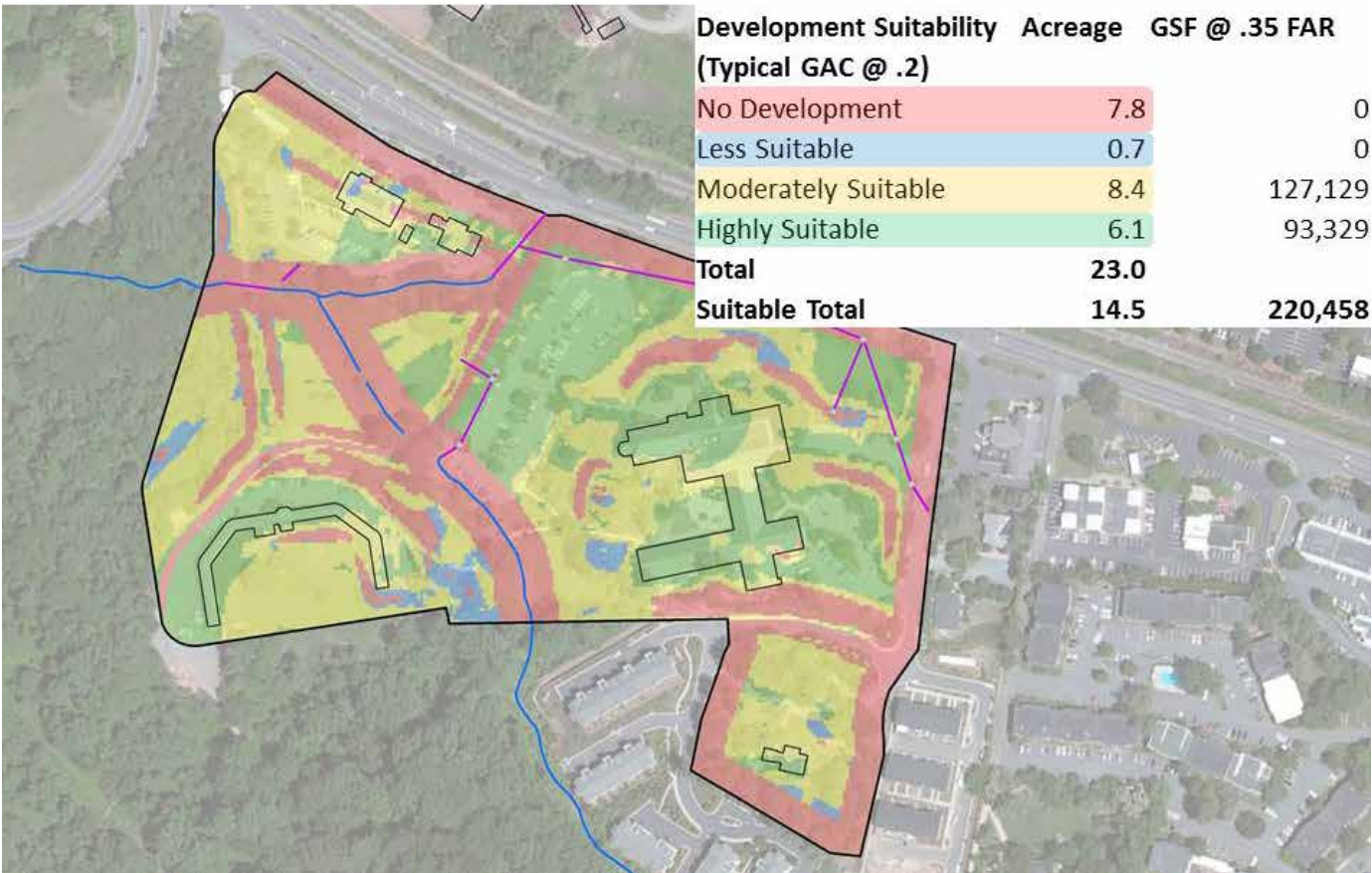
David Neuman gave the group an update on the district planning efforts of the Office of the Architect that he first presented to the MPC in May of 2013. The Office has identified three redevelopment zones that may have demands for potential development. The three zones are 1) Ivy/Emmet 2) Brandon/Monroe and 3) Ivy Mountain. For each of these zones, and for future redevelopment zone planning, the office is clarifying the planning process. Broadly speaking, the process includes inventorying existing uses of the zone and identifying the potential program for the area. Following this, site information will be gathered and evaluation criteria will be determined. The result of the process will be a series of planning alternatives for each site and a recommendation for the best alternative.

District Planning Sites

The process for the Brandon/Monroe district is largely complete. Working with a steering group and a working group comprised of University stakeholders, the OAU has developed the Brandon Monroe Area Plan (BMAP). This plan envisions a mixed-use University community on Brandon Avenue that incorporates both living and learning environments. The plan would incorporate the existing buildings of Bice House, South Lawn, Student Health and the language houses and seeks to promote connections within and through the site, forming an important link between the academic Grounds and the Health System. Sustainability is incorporated throughout the plan and expanded green spaces and stormwater management systems are proposed. BMAP is currently being finalized and will be available in print and on-line in the near future.

The next district with planning underway is the Ivy Mountain site. This 23-acre district is located along US-250 west and includes the Kluge Children’s Rehabilitation Hospital (KCRC), Old Commonwealth Court Hotel, UVA Police and Regional Emergency Communications Center (ECC). The Office of the Architect has begun meeting with stakeholders and has analyzed the site using GIS to establish development constraints, a carrying capacity, and likely development sites. The next steps in the Ivy Mountain planning process are to complete program options for possibly locating to this site; to convene a Steering Committee and Working Group; and to begin developing the plan options.

The OAU has also begun to study the Ivy Corridor district. This district consists of 12.8 acres located between Emmet Street, Ivy Road, Copeley Road and the railroad tracks. This district contains a mix of University and UVA Foundation owned properties, including the Emmet/Ivy Parking Garage, Cavalier Inn and University Forum Apartments. Development constraints are being mapped in GIS. Constraints include building setbacks, stream buffers and critical slopes. Planning for this site will continue using a similar approach as for Brandon/Monroe and Ivy Mountain.



Ivy Mountain Planning Area