



Master Planning Council (MPC)

MEETING NOTES - September 3, 2012

Office of the Architect for the University

Summary: City of Charlottesville Comprehensive Plan Update, Route 29 Western Bypass Update and Alderman Road Housing Landscape Master Plan Update

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Meeting Agenda

- City of Charlottesville Comprehensive Plan Update by Missy Creasy, Planning Manager, City of Charlottesville
- Update on the Western Bypass by Mark Stanis, Associate Director for Project Services, University of Virginia and David Neuman, Architect for the University
- Alderman Road Housing Landscape Master Plan Update, Warren Byrd, Partner, Nelson Byrd Woltz

Presentation Summaries

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

City of Charlottesville Comprehensive Plan Update by Missy Creasy, Planning Manager, City of Charlottesville

Missy Creasy gave an overview of the Comprehensive Plan update process that the City is currently engaged in. Ms. Creasy also highlighted ways in which the City and the University are collaborating on the process. The Comprehensive Plan is a document of community vision. Every locality in Virginia is required to have a Comprehensive Plan, but more importantly, setting forth a community vision is important to successful city planning. At present, the City and the County are both in the middle of the process of updating the Comprehensive Plan. The update began a year ago. Part of the update is being coordinated and funded by a HUD sustainability grant that was awarded to the Thomas Jefferson Planning District Commission. The planning effort is called the One Community Plan. One outcome will be to align the comprehensive plan with regional goals.

The Comprehensive Plan underwent a major rewrite in 2007. The current update will not be on the scale of the 2007 update, however, the land use section will be thoroughly rewritten. In terms of process, the City is currently doing outreach to community and gathering information. Aspects of the plan and solicitation of comments is occurring through meetings for the One Community plan, and through dedicated Plan Charlottesville meetings. This information is channeled to the relevant chapter of the Comprehensive Plan by City staff.

In order to create a more concise document, each chapter of the plan is being streamlined so that it will mainly consist of a list of goals and objectives. Additional information for each chapter will be included in appendices.

There have been several ways in the update process that UVa has been



Charlottesville Comprehensive Plan Community Engagement

engaged. First and foremost is the City, County, and University collaboration on the HUD liveability grant. A second area of collaboration has been in updating Area B plans. The staff are refining the Area B planning materials to be merged with the comprehensive plans.

The update of the Comprehensive Plan will be completed in 2013. Chapter drafts are expected to be available for public review and comment in the next two weeks. Comments

can be submitted on-line, in writing or verbally, both individually and on behalf of a group or organization.

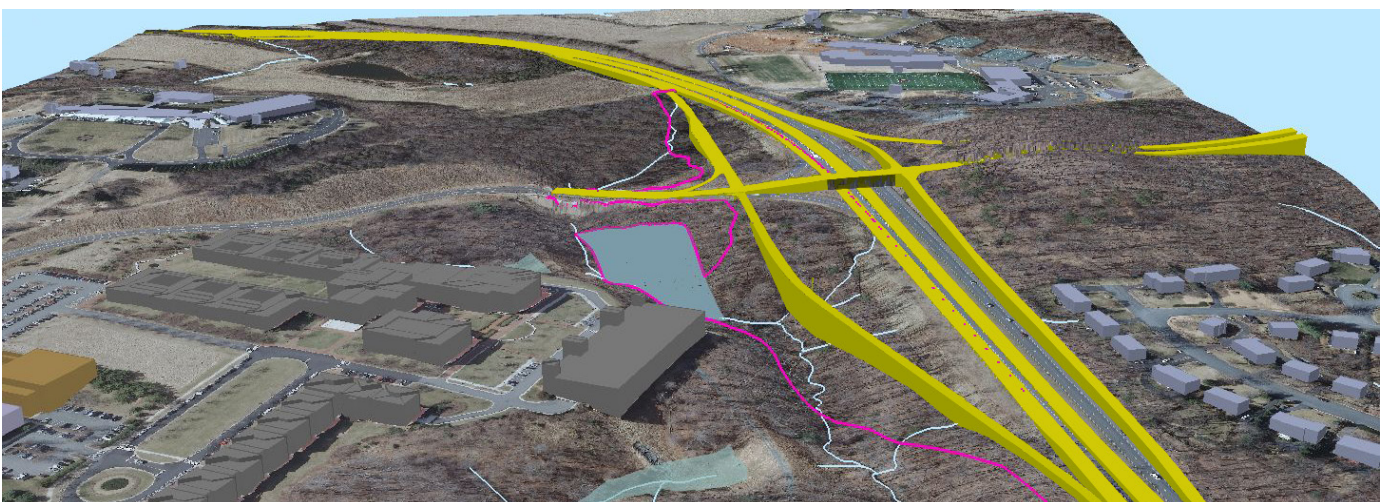
Update on the Western Bypass by Mark Stanis, Associate Director for Project Services and David Neuman, Architect for the University, University of Virginia

Mark Stanis is the University's representative on the County's Jack Jouett Community Bypass Committee. The Committee has had several meetings since to the Fall of 2011 regarding the impact that the bypass will have on the Jack Jouett magisterial district, which includes the University. On September 27th, a public meeting was held by VDOT to solicit public comment on the environmental assessment (EA) update they recently released to the public. The meeting was well attended and included a coalition of community members that are against construction of the bypass. EA comments can be submitted by October 9th.

The current schedule for the Western Bypass project is for National Environmental Policy Act (NEPA) review by the Federal Highway Administration (FHWA) and VDOT to be completed by December. If the FHWA finds that no further environmental review of the project is needed, construction would begin in 2013 (at the earliest) and end in 2017.

An initial road design has been submitted by Skanska, who was awarded the low-bid contract in June to design and build the road. This alignment of the road is not the alignment that is being evaluated for the EA. The EA is based on the 1991 design for the road. Both plans for the road stay within the established right-of-way (ROW), so it is VDOT's position that the previous design can be used in analysis. The ROW was agreed to as part of a PACC agreement in the 1990s. This agreement also laid out other regional transportation improvements that needed to occur prior to the bypass being constructed. Only one of these projects, Leonard Sandridge Road, has been built. Because of the PACC agreement on the construction of the bypass, the University is not taking a position for or against its construction. Rather, the University is analyzing the design of the southern terminus and advocating for changes that will reduce the road's impacts on the University.

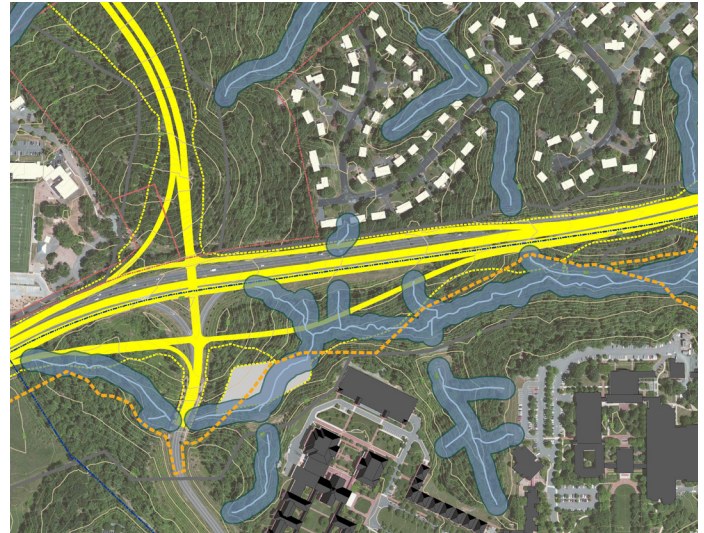
The ROW also affects the University of Virginia Foundation (UVaF) property to the north of the University. The UVaF is concerned that the road will render lands outside of the ROW inaccessible, so they are trying to make sure they



Conceptual Model of the Western Bypass Southern Terminus

receive adequate compensation for the land that is taken by VDOT for the road. Also to the north, Saint Anne's Bellfield School and the Canterbury Hills neighborhood are concerned about visual, noise and air quality impacts that the road will bring.

Unlike previous large road construction projects, this project is a 'design-build' process, where the designer also constructs the project. Skanska won the project by having the lowest bid. Their preliminary design for the southern terminus clearly reflects a desire to keep construction costs low by using traffic lights instead of fly overs and using part of the existing 250 Bypass instead of shifting the entire road south as previous design concepts had done. The Skanska design also contains a steep 11% grade when going north on Leonard Sandridge Road to the overpass above the route 250 bypass. This steep grade and the stop lights cause concern for the University because of the potential for noise from large trucks as they accelerate up the hill when heading north, or use their hydraulic brakes when heading south on the bypass. Safety in inclement weather is also a concern. Other areas of concern with the preliminary design are the storm water facilities, which are located in close proximity to the Darden School and will result in a large amount of tree loss (10ac +/-) between the school and the road. The current design will likely result in the loss of 10 to 11 acres of forest in the North Grounds Woods. The location of the stormwater facility and the route 250 east-bound on-ramp will also have a significant impact on the stream that flows through the North Grounds woods. VDOT has consistently noted that the preliminary design is not the final design and changes will inevitably be made. With the current construction schedule, a design review for the project will occur in March 2013.



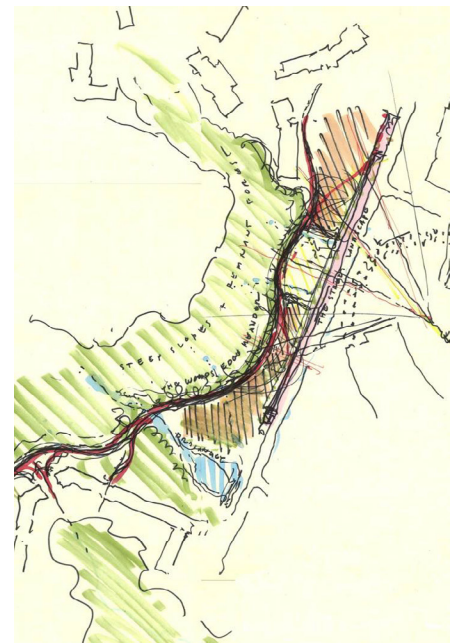
Environmental Impacts of the Western Bypass

To make its concerns known and to engage VDOT, UVa submitted a letter to VDOT earlier this summer. This letter listed the following critical issues: 1) the environmental impacts to the existing forest, stream valley and Rivanna Trail. 2) the aesthetic impacts due to loss of forest and the visibility of the ramps. 3) Noise impacts to North Grounds facilities and 4) Increased vehicular traffic through the North Grounds street network. UVa has hired a traffic engineering firm to evaluate the EA and to help formulate viable alternatives to the Skanska preliminary design. This firm is also conducting traffic counts to determine if the estimates used by VDOT and by Skanska are accurate. In addition, the University is engaging the North Grounds constituents, like the Darden School and the Law School to keep them informed and solicit concerns and mitigation ideas for improving the road design.

Update on the Alderman Road Housing Landscape Master Plan Update, Warren Byrd, FASLA, Consulting Landscape Architect

The current update to the landscape master plan for the Alderman Road Housing Redevelopment is part of a phased redevelopment plan for Alderman Road Housing Area. Since the redevelopment began with the construction of Kellog House in 2008, five new dorms have been built or are under construction (Dobie-Balz and Watson-Webb Houses were completed in 2011, and three dorms are currently under construction). Planning has begun on Building 6, which is anticipated to have around 210 beds and administrative space for the housing office and residential life. When the redevelopment of Alderman Road Housing area is complete, there will be approximately 30% more beds than the 1600 beds that were previously there, and there will be more green space as well.

The study area for the landscape master plan update goes from building 5 (just north of Tree House Lane) south along the west side of Alderman Road to Gooch Dillard. This planning's primary goal is to thoughtfully site Buildings 6 and 7. The current thinking is that only Dunglison House will be demolished for the construction of Building 6. Demolition of Fitzugh and Courtenay Houses will occur when Building 7 is constructed. The nature of the site offers fairly logical building sites for the two dormitories. Building



Alderman Road Site Conditions

