CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA

Agenda Date:	February 3, 2014
Action Required:	Adoption of Resolution
Presenter:	James E. Tolbert, AICP, Director of NDS
Staff Contacts:	James E. Tolbert, AICP, Director of NDS Amanda Poncy, Bike & Pedestrian Coordinator
Title:	**Transfer of Funds from Capital Improvement Program Contingency for the Context Sensitive Street Design Funding Appropriation - $50,000 and Approval of the Context Sensitive Design Resolution**

Background: In September Councilor Galvin presented the attached resolution titled Designing Walkable Urban Thoroughfares: A Context Sensitive Approach to Council under other business. After discussion the Council referred the resolution to the Planning Commission for comment. The Commission reviewed the resolution at their October meeting and recommended to Council that it be adopted. One of the work items the resolution suggests is the creation of new street design standards for the City. This is an idea supported by staff, the Planning Commission, the Tree Commission, the Bike/Pedestrian Committee, and the PLACE Design Task Force. This item was deferred by the Council at their December 16, 2013 meeting for additional study. That research has been done and the resolution amended to reflect the additional study and address concerns of City Council. This packet now contains the following items:

- The Context Sensitive Streets Resolution that outlines the intent and products desired as well as an allocation of $50,000 to procure technical assistance as necessary.
- A revised City of Charlottesville Complete Streets Policy, 2014
- A Context Sensitive Street Design Implementation Process.

Discussion: The attached resolution outlines several important issues concerning street design in our community and quotes relevant Comprehensive Plan Goals.

- The 2013 Comprehensive Plan of the City of Charlottesville calls for the development of a comprehensive set of street design guidelines based on the City's Complete Streets Resolution and ITE's "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach", as a way to ensure that transportation infrastructure investments support the making of an attractive, healthy, and safe, walkable and bike-able Charlottesville.

- The 2013 Comprehensive Plan of the City of Charlottesville also calls for: Streets that promote connectivity and best practices in storm water management; expanding the City's overall tree canopy; a transportation system that facilitates greater transit use and promotes well-connected, safe, bicycle-pedestrian infrastructure; a built environment that attracts and supports the city's existing business community and growing "innovation" industry; and a review and update of the City's regulatory framework (inclusive of zoning, subdivision ordinance, Standards and Design Manual and district and entrance corridor guidelines) to ensure that it successfully and consistently implements the City's Comprehensive Plan.

- "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" acknowledges that challenges encountered on any given individual thoroughfare cannot be addressed in isolation of the city-wide network and that establishing a block network plan that enhances connectivity, anticipates impacts of development on traffic, seeks to minimize conflicts between pedestrians, cyclists and vehicles and distinguishes the function, development intensity, modal emphasis and other physical characteristics of individual segments of that network (based on the context) is essential to a well-functioning city-wide transportation system.

- "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" promotes a collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities; and focuses on applying concepts and principles in the design of thoroughfares that emphasize walkable communities in order to facilitate the restoration of the multiple functions of urban streets.

An outline of the process to accomplish the development of all the items desired by the resolution are attached to the resolution.

Citizen Engagement: While there has been no specific engagement on implementation this concept was an important part of the Comprehensive Plan development and the resolution was discussed at the October Planning Commission meeting.

Alignment with City Council Vision and Priorities: Approval of this this agenda item aligns closely with the City Council visions to be:

- A Smart Citizen Focused Government
- A Connected Community
- A Green City
- Economic Sustainability

Budgetary Impact: Because most of this work will be performed with staff teams working with PLACE sub-committees and members of other committees such as the Planning Commission, Tree Commission, and the Bike/Pedestrian Committee, staff believes that the technical assistance costing no more than $50,000 will be needed. It is recommended that these funds come from the Capital Improvement Program Contingency Account.

Recommendation: Staff recommends the adoption of the attached resolution titled "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" as a recommended "Best Practice" for New and Existing Roadways within the City of Charlottesville, that also transfers $50,000 from the CIP contingency to a new account for Street Design Standards.

Alternatives: The alternative to these actions is to not pass the resolution or the allocation

Attachments: Resolution
Complete Streets Policy
Context Sensitive Street Design Implementation Policy

A RESOLUTION ADOPTING "DESIGNING WALKABLE URBAN THOROUGHFARES: A CONTEXT SENSITIVE APPROACH" AS A RECOMMENDED "BEST PRACTICE" FOR NEW and EXISTING ROADWAYS WITHIN THE CITY OF CHARLOTTESVILLE.

WHEREAS, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" was published by the Institute of Transportation Engineers (ITE) in 2010 to assist communities in improving mobility choices and community character through a commitment to creating and enhancing walkable communities and is the basis for the Virginia Department of Rail and Public Transportation's (DRPT) "Multimodal System Design Guidelines" and was sponsored by the Federal Highway Administration, the Office of Sustainable Communities, and the U.S. Environmental Protection Agency; and,

WHEREAS, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" promotes a collaborative, multidisciplinary process that involves all stakeholders in planning and designing transportation facilities; and focuses on applying concepts and principles in the design of thoroughfares that emphasize walkable communities in order to facilitate the restoration of the multiple functions of urban streets; and

WHEREAS, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" acknowledges that challenges encountered on any given individual thoroughfare cannot be addressed in isolation of the city-wide network and that establishing a block network plan that enhances connectivity, anticipates impacts of development on traffic, seeks to minimize conflicts between pedestrians, cyclists and vehicles and distinguishes the function, development intensity, modal emphasis and other physical characteristics of individual segments of that network (based on the context) is essential to a well-functioning city-wide transportation system; and

WHEREAS, *The 2012 Comprehensive Plan of the City of Charlottesville* calls for the development of a comprehensive set of street design guidelines based on the City's Compete Streets Resolution and ITE's "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach", as a way to ensure that transportation infrastructure investments support the making of an attractive, healthy, and safe, walkable and bike-able Charlottesville, and

WHEREAS, *The 2012 Comprehensive Plan of the City of Charlottesville also* calls for: streets that promote connectivity and best practices in storm water management; expanding the city's overall tree canopy; a transportation system that facilitates greater transit use and promotes well-connected, safe, bicycle- pedestrian infrastructure; a built environment that attracts and supports the City's existing business community and growing "innovation" industry; and a review and update of the City's regulatory framework (inclusive of zoning, subdivision ordinance, Standards and Design Manual and district and entrance corridor guidelines) to ensure that it successfully and consistently implements the City's Comprehensive Plan, and

WHEREAS, the Charlottesville City Council finds that the "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" will further the goals of the Charlottesville Comprehensive

Plan herein expressed and complement the City's Stormwater Utility Ordinance and Healthy Eating, Active Living and Complete Streets Resolutions (passed unanimously in 2013 and 2010 respectively);

NOW THEREFORE, BE IT RESOLVED BY THE CHARLOTTESVILLE CITY COUNCIL:

That, the ITE Manual, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" (herein referred to as the ITE-CSA Manual) is hereby adopted as a best practice by the City of Charlottesville to guide the development of new standards prepared specifically for the City of Charlottesville for ~~on~~ all new and existing roadway improvement projects (inclusive of alleys, lanes, streets, and boulevards for both new and redeveloped roadways and block networks) and is attached hereto as Exhibit "A" and incorporated herein by reference for all purposes.

BE IT FURTHER RESOLVED BY THE CHARLOTTESVILLE CITY COUNCIL:

That the PLACE Design Group or its sub-committees as appropriate shall serve as a technical advisory group working with an inter-departmental team(s) of City Staff (from NDS, OED, Public Works, Parks and Recreation, Fire and Police, as appropriate) to develop the following:

- A Policy and Regulatory Audit
- Comprehensive Multi-modal Plan
- City-wide Context Sensitive Design Standards
- City-wide Block Network plan

~~That the Charlottesville City Council, shall establish an advisory group (consisting of members from the Planning Commission, Bicycle-Pedestrian Committee, Tree Commission, and PLACE Design Task Force, and others) in the fall of 2013 to work with an inter-departmental team of City staff (consisting of the bike-pedestrian coordinator, staff experienced and trained in urban design and landscape architecture or architecture, NDS, OED, Public Works, Parks and Recreation, Fire and Police Departments) to develop a Comprehensive Multi-modal Plan as called for by the ITE-CSA Manual, in conjunction with overseeing a "policy and regulatory audit" (with the assistance of an outside consultant, as deemed necessary by the advisory group) of the City's existing regulatory framework, and~~

That the City-wide Comprehensive Multi-modal Plan shall in turn incorporate the findings and recommendations of the "policy and regulatory audit" and may be modified by the City's small area plans, and

~~That a set of City-wide street design standards, implementation strategies and an enhanced City-wide block network plan shall be developed as part of the City-wide Comprehensive Multi-modal Plan, and~~

That the City-wide Comprehensive Multi-Modal Plan (herein meant to include City-wide street design standards, implementation strategies and an enhanced block network plan,) shall recommend a priority for ~~prioritize~~ projects and identify capital expenditures by project and be presented to the Planning

Commission and Council for adoption after public hearings ~~by the fall of 2014~~, and

That the advisory group shall present its recommendations for revisions resulting from the policy and regulatory audit to the City Council, Planning Commission, or Board or Architectural Review as appropriate, and in the absence of a board with established legal authority for implementation shall oversee the implementation as requested specifically by City Council, and ~~That the advisory group (together with staff) shall oversee the implementation of the City-wide Comprehensive Multi-Modal Plan in coordination with implementing revisions to the City's regulatory framework as recommended by the "policy and regulatory audit" and adopted by the Planning Commission and Council, and~~

That the City-wide Comprehensive Multi-Modal Plan shall begin implementation ~~by the spring of 2015~~ in coordination with the implementation of City-wide regulatory framework changes and its Comprehensive Stormwater/Green Infrastructure Plan as it is completed and necessary funding provided, and,

That each of the deliverables shall be completed within the general framework of the outline attached to this resolution, and that implementation will follow the City of Charlottesville Complete Streets Policy, 2014 attached hereto, and

That until such time as the City-wide Comprehensive Multi-modal Plan is complete and adopted by the Planning Commission and Council, this advisory group may be called upon from time to time to advise Council and Planning Commission on projects (inclusive of development submittals) and assist staff with providing guidance to applicants on matters concerning a project's impact on the safety, functioning, modal-orientation, attractiveness and comfort of city streets, prior to submittal.

BE IT FURTHER RESOLVED by the Council of the city of Charlottesville, Virginia that the following is hereby transferred in the following manner:

Transfer From

$50,000	Fund: 426	Funded Program: CP-080	G/L Account: 59999

Transfer to

$50,000	Fund: 426	WBS: P-00800	G/L Account: 59999

BE IT FURTHER RESOLVED that the attached revised City of Charlottesville Complete Streets Policy is adopted.

City of Charlottesville Complete Streets Policy, 2014

Complete Streets are streets that safely accommodate street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists appropriate to the context. Through this policy, the City of Charlottesville intends to ensure that all transportation agencies within the City shall routinely plan, fund, design, construct, operate, and maintain their streets according to the Complete Street principles of the City's "Street Design Guidelines" with the goal of creating an attractive connected multimodal network and great places that balance the needs of all users, except where there are demonstrated exceptional circumstances.

By adopting this policy, the City of Charlottesville:

- Affirms that *Improving Streetscapes* to create great streets, will improve both image and function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists;

- Recognizes that the development of pedestrian and bicycle infrastructure supports the Council Vision because it enhances recreational opportunities and well-designed cityscapes, thus promoting active lifestyles;

- Appreciates the positive role that good pedestrian and bicycle facilities play in attracting population growth and sustainable economic development;

- Values the long-term cost savings of developing pedestrian and bicycle infrastructure as they relate to improved public health, improved environmental stewardship, reduced fuel consumption, and the reduced demand for motor vehicle infrastructure.

- Recognizes that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, and that all sources of transportation-related funding be drawn upon to implement Complete Streets.

- Intends to maximize the number of transportation options available within the public right-of-way.

City of Charlottesville Complete Streets Policy, 2014

Additionally, the Charlottesville City Council declares it is the City of Charlottesville policy to:

1. Use the Street Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Charlottesville while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.
2. Incorporate the Street Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
3. Keep street pavement widths to the minimum necessary.
4. Provide pedestrian accommodation in the form of sidewalks or shared-used pathways on all arterial and collector streets and on local streets in identified pedestrian corridors.
5. Provide bicycle accommodation along all arterial and collector streets. Bicycle accommodation on local streets should be provided within the travel lanes shared with motor vehicles and no additional markings, signage, or pavement should be provided unless a designated bicycle route requires the use of a local street.
6. Where physical conditions warrant, plant trees whenever a street is newly constructed, reconstructed, or relocated, according to the attached guidelines from the Tree Commission.
7. The Director of Parks and Recreation and the Director of Neighborhood Development Services will present a written explanation to the City Manager for approval when policies 3-6 above are not reasonable or feasible per the following exceptional circumstances:
    a. Public safety would be compromised
    b. Severe topographic constraints exist
    c. Environmental or social impacts outweigh the need for these accommodations
    d. The purpose and scope of the project does not facilitate provision of such accommodation
    e. The total cost of constructing and/or maintaining the accommodation, including potential right-of-way acquisition, would be excessively disproportionate to the need for the facility
    f. A public consensus determines the accommodation is unwanted.

City of Charlottesville Complete Streets Policy, 2014

In support of this Complete Streets Policy, the City of Charlottesville will:

- Update all necessary and appropriate codes, standards and ordinances to ensure that design components for all new or modified streets follow the intent of the Street Design Guidelines.

- Update the process of evaluating requests for new curb and/or pedestrian accommodations.

- Identify all current and potential future sources of funding for street improvements.
- Continue inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- Train pertinent staff in the engineering, parks and recreation, public works, planning and transportation departments on the content of the Street Design Guidelines.
- Use the following process when planning improvements within the public right-of-way
    a. Identify the street type according to Charlottesville street hierarchy (to be reviewed)
    b. Identify the current and future character district(s) that pertain to the project
    c. Identify the most appropriate street typical section according to the street type and character district
    d. Identify any general elements that may apply to the work
- Measure the success of this complete streets policy using the following performance measures:
    a. Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
    b. Linear feet of new pedestrian accommodation
    c. Number of new curb ramps installed along City streets
    d. Number of new streets trees planted along City streets
- Update the Street Design Guidelines as needed.

Context Sensitive Street Design
Implementation Process

This outline is provided to enable a better understanding of the work effort required to complete the items identified in the Context Sensitive Streets Resolution. It is the staff expectation that one of the first steps of each staff team and advisory committee will be to review the work programs outlined herein.

Staff believes that there will be some need for consulting services such as design assistance, citizen engagement, and traffic engineering. The initial public engagement is in negotiation. Additional services should not exceed $50,000 and that is the amount requested in and authorized by the Context Sensitive Streets Resolution.

DEFINITIONS

The following are definitions of the work projects or products contained in the Context Sensitive Streets Resolution

Policy and Regulatory Audit – A review of City policies and codes that influence the creation of pedestrian, bike friendly places including Standards and Design Manual, Subdivision Ordinance, Zoning Ordinance, and Water Protection Ordinance

Green Infrastructure Plan – Green infrastructure is comprised of many components from natural resources to elements of the built environment that support ecosystem health and integrity and livable communities.

Green infrastructure planning encompasses identifying, evaluating, and prioritizing natural and cultural resources. This can include but is not limited to, analyzing habitat and connectivity of natural areas and open space, identification of opportunities for natural area and open space preservation, enhancement, and restoration, and a coordinated strategy to focus integrate development, redevelopment, and retrofitting activities into the existing green infrastructure network.

Green stormwater infrastructure means any low impact development and/or storm water management planning and design strategies employed with the primary goal of preserving, restoring, or replicating natural hydrologic function. Green stormwater infrastructure maintains, augments, and increases stormwater infiltration, attenuation, filtration, and evapotranspiration and is spatially arranged in an integrated and distributed manner throughout the overall site footprint. Green stormwater infrastructure techniques include, but are not limited to, methods that use soil and vegetation to address natural hydrologic function. Green stormwater infrastructure also includes the preservation and restoration of natural landscape features such as streams, floodplains, and wetlands.

City-Wide Comprehensive Plan Multi-Modal Plan – A comprehensive review of the city street network down to the finer grain street network will include 1) city wide street design guidelines that vary with the

context, 2) a block network plan, and 3) implementation strategies

a. Block Network Plan – The Block Network Plan looks at the circulation network of the City (all kinds of streets, alleys, multi-use trails); future traffic flows (i.e. traffic modeling); trouble areas related to future growth; and opportunities for mode shift.
b. Context Sensitive Streets Guidelines – New street section guidelines that determine how streets will be constructed and modified in the future based on the character of the street and neighborhood.
c. An implementation strategy.

IMPLEMENTATION STEPS

Public Engagement

We recommend a strong public engagement process for each of these studies. A coordinated public process will be critical to the success of the development and implementation of the code audit, green infrastructure plan and the multi modal plan.

Staff recently engaged the firm of Toole Design to prepare an update of the bike/pedestrian plan. That effort is very closely aligned with the Multi-Modal Plan and Policy Audit. It is staff's intent to coordinate the initial public engagement process of this effort with the bike/pedestrian planning effort and use Toole to lead that initial engagement effort. Additional public engagement will follow as an important part of each process. The scope of work for this engagement effort is as below:

The TDG Team consists of the following consultants:

- **Toole Design Group, LLC (TDG)**- Project management, civil design, and landscape design
- **Twaddell Associates (TA)** – Stakeholder outreach support.

The following tasks describe the TDG Team's scope of work for this project.

Task 1 – Kickoff and Project Management

The Team will prepare for, participate in, and document a kickoff meeting with the City and other appropriate agency officials to review the scope and schedule for the project as well as clearly identify the project expectations. The Team will prepare a draft project schedule for review and discussion at the kick-off meeting. The Team will also conduct ongoing coordination with the City and other agencies as needed, and will prepare monthly invoices and progress reports. Each report will include task accomplishments, status of deliverables and expected upcoming activities.

Deliverables:
-Project Schedule
-Kickoff meeting minutes

Task 2 – Existing Document Review/ Field Assessment

The Team will first gather and review available data such as GIS and existing planning documents and policies. A desktop assessment will be conducted to determine preliminary street types. This assessment will pay particular attention to street function, quantity of travel lanes, bicycle and pedestrian facilities, buffers, adjacent land-uses and parking conditions. Additional street components, such as bus routes, and right-of way widths, will be reviewed as well.

The Team will compare the existing street types to the Virginia Department of Rail and Public Transportation (VDRPT), Multimodal System Guidelines to determine applicable standards/guidelines to Charlottesville. The Team will complete a limited field reconnaissance of typical street types, and to gain a more thorough understanding of the context, and to determine areas which may require additional verification. The field review will be conducted using topography mapping, and aerial photography provided by the City of Charlottesville to record findings. The Team will draft a summary memorandum of existing conditions observed in the field reconnaissance.

Task 3 – Stakeholder Involvement Meeting/Workshop

The Team will facilitate a stakeholder meeting/ workshop to gather input on the results of the field review/ reconnaissance completed in Task 2, and to learn about specific concerns and observations, and to identify the potential elements of streets for consideration. The Team has extensive experience employing a host of stakeholder engagement strategies, and will work with the City to determine which will be most effective. The Team will meet with City staff to determine what opportunities should be further refined and elevated.

Deliverables:

- Summary of workshop outcomes

Meetings:

- Stakeholder Meeting/Workshop
- Review Meeting with the City of Charlottesville

Task 4 – Draft Outline and Technical Memorandum

Based on prior tasks, the Team will develop an annotated outline of the proposed guidelines. The Team will also develop an accompanying memorandum that will include:

- Overview of the document review, field analysis and discuss the potential use of VDRPT guidelines.
- Documentation of the client and stakeholder input.
- Analysis of other relevant issues, costs and trade- offs of adopting context sensitive guidelines.
- Action plan for moving the process forward to develop finalized guidelines (potential future Phase).

The annotated outline and memorandum will be desktop published in In-Design, and will include

photographs, and graphics as needed to convey concepts in an easy-to-understand manner. The draft annotated outline and memorandum will be reviewed by the City staff and revisions will be made based on their input.

Deliverables:
- Draft and revised Draft Annotated Outline and Technical Memorandum

Meetings:
- Review Meeting with the City of Charlottesville

Task 5 – Stakeholder Review Meetings (3)

The Team will present the annotated outline and memorandum to up to three stakeholder meetings to receive input and recommendations. The stakeholder group may consist of the following groups:

- Place Design Task Force
- Bicycle & Pedestrian Committee
- Tree Commission
- ADA Committee

Following the stakeholder meetings, the Team will meet with City staff to present the findings from the stakeholder meetings and determine the final revisions to the annotated outline and memorandum.

Deliverables:
- The Team will prepare meeting materials for up to three meetings
- Finalized Annotated Outline and Technical Memorandum

Meetings:
- Stakeholder Meetings (3)
- Review Meeting with the City of Charlottesville

Plan Process

Below are outlines of how each of the three studies can proceed. It is anticipated that they will proceed concurrently with the policy and regulatory audit being completed first and informing the other two.

A. **Policy and Regulatory Audit**

Staff has begun the process of this audit and is developing a step by step process designed for Charlottesville. An NDS staff member who has conducted these type projects in the past will lead the staff team. She will be assisted by an interdepartmental staff team and a newly appointed committee of the PLACE Design Task Force. Work performed by the consultants for both the Strategic Investment Area Plan and the West Main Street Study will be used as a resource for this effort. This process will begin with three goals:

- Align the codes with the vision of the Charlottesville Comprehensive Plan, Small Area Plans and Council Vision.

- Incorporate standards to address changes in technological advances and best practices.
- Simplify the organization of the codes and clarify the various approval processes.

A preliminary work plan has been identified and is outlined below:

Project Phases

Phase 1: Analysis and Problem Definition
Phase 2: Alternative Approaches
Phase 3: Drafting New Code
Phase 4: Code Adoption and Implementation

Phase 1 Analysis and Problem Definition

- Analysis and Problem Definition
- Plan-driven approach
- Key players
    - City Staff
    - PLACE Committee
    - Consultant Team (Possible)
- Stakeholder interviews (consultants, staff, code users, organizations, city council)
- Public listening sessions throughout City
    - What type of development do you like/not like in your neighborhood?
    - What type of development would you like to see?
    - What type of streetscapes?

Phase 2 Alternative Approaches

- Analysis, problem definition and identification of next steps
- Additional general analysis of "character" and forces of change
    - Neighborhood typologies
    - Typical building types
    - Demolition and rebuilt patterns/trends
- Next steps: further definition of neighborhood "character" or "context" for zoning purposes
- Additional general analysis of disconnect from adopted plan objectives
    - Comparison of current code vs. plan:
        - Capacity
        - Land use mix
        - Return on investment (selected situations)

Phase 3 Drafting New Code

- Led by PLACE, Planning Commission or BAR as appropriate with staff support
- Derived from Diagnostic Report
- Written statement of Top 3 problems to fix, example

- Vision and code alignment
- Complexity and consistency of code procedures
- Code format and usability

Phase 4 Code Adoptions and Implementation

B. City-Wide Comprehensive Multi-Modal Plan

A Comprehensive Multi-Modal Plan will include both the Block Network Plan and the Context Sensitive Design Plan. This is a fairly complex process that is integral to addressing both local traffic issues and the design of our streets. The planning process will be led by a staff team possibly supplemented by consulting design professionals. There is a considerable amount of existing data that can inform this project. The MPO is wrapping up their model development for the newest Long Range Transportation Plan for the urban area. That work provides an excellent analysis of current and projected traffic for many of the arterial and collector streets in the City. Combined with traffic counts done on a regular basis by VDOT and the City, there is only a small need for supplemental data gathering.

It is anticipated that staff team participants will represent many departments to include the following:

- NDS
- Public Services
- Utilities
- Parks and Recreation
- Police
- Fire
- Environmental Sustainability
- Water Resources Protection Program/Stormwater Utility

Relationship to the Bike/Pedestrian Plan Update – Staff and the Bike/Pedestrian Committee are working on an update to the 2004 Bike/Pedestrian Plan. That plan will review routes and networks for the bike network and the recommendations will inform the efforts of the multi-modal plan. New street sections will be used to implement the plan.

A Multimodal System Plan needs the following three basic sets maps to ensure a proper review:

A. Map of Land Use Density/Intensity
B. Map of Multimodal Districts and Centers
C. Map of Multimodal Corridors with Modal Emphasis

Phase 1 Mapping Land Use Density/Intensity

Develop a map of existing and future population and employment density in terms of Activity Density. Activity Density is a measure of population and employment density and is expressed in terms of jobs plus population per acre.

Phase 2 Mapping Multimodal Districts and Centers

1. Develop a map of the potential Multimodal Districts that are planned for the region.
2. Develop a map of potential Multimodal Centers that are planned for the region.
3. Designate the Multimodal Center Types on the map of the potential Multimodal Centers.

Phase 3 Mapping Multimodal Corridors with Modal Emphasis

1. Develop a map of the potential Multimodal Corridors that are planned for the region.
2. Show the Transect Zones for each Multimodal Corridor on the Multimodal System Plan.
3. Show the proposed Modal Emphasis for each Multimodal Corridors on the Multimodal System Plan.
4. Show all of the above data on a single Multimodal System Plan.

Phase 4 Develop Context Sensitive Street Sections

1. Modify context by neighborhood input.
2. Develop typical sections.
3. Put into Standards and Design Manual with construction detail sheets.

C. Green Infrastructure Plan

Green infrastructure planning includes an existing green assets inventory. The inventory may include, but is not limited to, analyzing habitat and community level connectivity of natural areas and open spaces, identification of opportunities for natural area and open space preservation, enhancement, and restoration, and a coordinated strategy to focus integrate development, and redevelopment activities into the existing green infrastructure network.

It should be noted that as a near term priority of the Stormwater Utility, a city wide Water Resources Protection Program master plan will be completed that includes a significant green stormwater infrastructure component that identifies and prioritizes capital projects aimed at pollutant reduction requirements and watershed improvements.

Below is a rough outline of a planning process that is based on guidance from the Virginia Green Infrastructure Center. As this process evolves we will be looking for additional guidance on a scope of work. It is anticipated that this work will be led by a staff team including staff from the Stormwater Utility, Environmental, Parks and Recreation, NDS and others as needed.

Phase 1: Set Goals – What does the community value?

Phase 2: Data Review – What do we know and what do we need to know?

Phase 3: Asset Mapping – Map the community's ecological, cultural and economic assets.

What is mapped is based on goals established in Step 1.

Phase 4: Risk Assessment – Find out what's at risk and what could be lost

Phase 5: Opportunities – Based on assets and risks, assess what can or should be saved? What could be restored? What will be developed? Engage the community in ranking key areas of importance. Map these opportunities and draft strategies to conserve them.

Phase 6: Include strategies in local plans for parks, zoning, comprehensive planning, stormwater.

Conclusion

The effort to develop each of these work products will be a complex process that can only be successful if all work is coordinated. While the actual work is not complex, the coordination and the public engagement add intricate layers to the process that are the key to successful completion.

Below is a projected timeline for the process that shows how they are moving to completion.

	March, 2014	**July, 2014**	**August, 2014**	**Dec., 2014**	**March, 2015**	**June, 2015**
Public Engagement						
Task 1	X					
Task 2		X				
Task 3		X				
Task 4			X			
Task 5			X			
Policy/Regulatory Audit						
Phase 1			X			
Phase 2				X		
Phase 3					X	
Phase 4						X
Multi-Modal Plan						
Phase 1		X				
Phase 2			X			
Phase 3				X		
Phase 4					X	
Green Infrastructure Plan						
Phase 1		X				
Phase 2			X			
Phase 3				X		
Phase 4				X		
Phase 5				X		
Phase 5						X

*Dates shown are Projected Completion Dates

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CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA

Agenda Date: February 3, 2014

Action Required: Consideration of a Rezoning Application

Presenter: Michael Smith, Neighborhood Planner, Neighborhood Development Services

Staff Contact: Michael Smith, Neighborhood Planner, Neighborhood Development Services

Title: ZM 13-07-11: Water Street PUD

Background:

The applicant and owner's representative, Riverbend Development, is requesting to rezone a vacant parcel adjacent to Water Street Extended from Downtown Extended (DE) Mixed-Use Corridor with Individually Protected Property Overlay (portion) to Planned Unit Development (PUD) with Individually Protected Property Overlay (portion) with proffers. This property is further identified on City Real Property as Tax Map 57, Parcel 157A having approximately 950 feet of frontage on Water Street and containing approximately 94,089 square feet of land (2.16 acres).

Discussion:

The Planning Commission considered this application at their regular meeting on January 14, 2014. The Commission expressed concern with the lack of architectural standards established in the application, as well the proposed orientation of the open space. Additionally, Council expressed reservations regarding the proffer statement and the proposal to donate the coal tower and the surrounding property to the City.

Following the Commission meeting, the applicant revised the application to address concerns noted during the meeting. The Coal Tower and surrounding property is no longer noted in the proffer statement as donation of land to the City and will now be under the responsibility of the HOA. The applicant has also revised the units west of the Coal Tower by removing the drive aisle, resulting in a more cohesive block structure and increasing the open space around the Coal Tower from .155 acres to .169 acres.

Citizen Engagement:

Staff discussed the application with various members of the public. Additionally, the applicant held a community meeting on December 18th, 2013 with members of the Belmont, Martha Jefferson, and Woolen Mills neighborhood associations.

Alignment with City Council's Vision and Priority Areas:

cultural centers…Our housing stock is connected with recreation facilities, parks, trails, and services."

The City Council Vision of Economic Sustainability states that "The City has facilitated significant mixed and infill development within the City."

Budgetary Impact:

No direct budgetary impact is anticipated.

Recommendation:

The Commission took the following action:

"Mr. Keesecker moved to recommend the approval of this application, including submitted proffers, to rezone the subject property from Downtown Extended Mixed-Use(DE) with Individually Protected Property Overlay to PUD with Individually Protected Property Overlay , on the basis that the proposal would serve the interests of the general public welfare and good zoning practice."

Mrs. Sienitsky seconded the motion. The Commission voted 6-1 to recommend approval of the rezoning. Ms. Green voted against the motion.

Alternatives:

None.

Attachment:

Staff Report, PUD Application, Consent of Owner